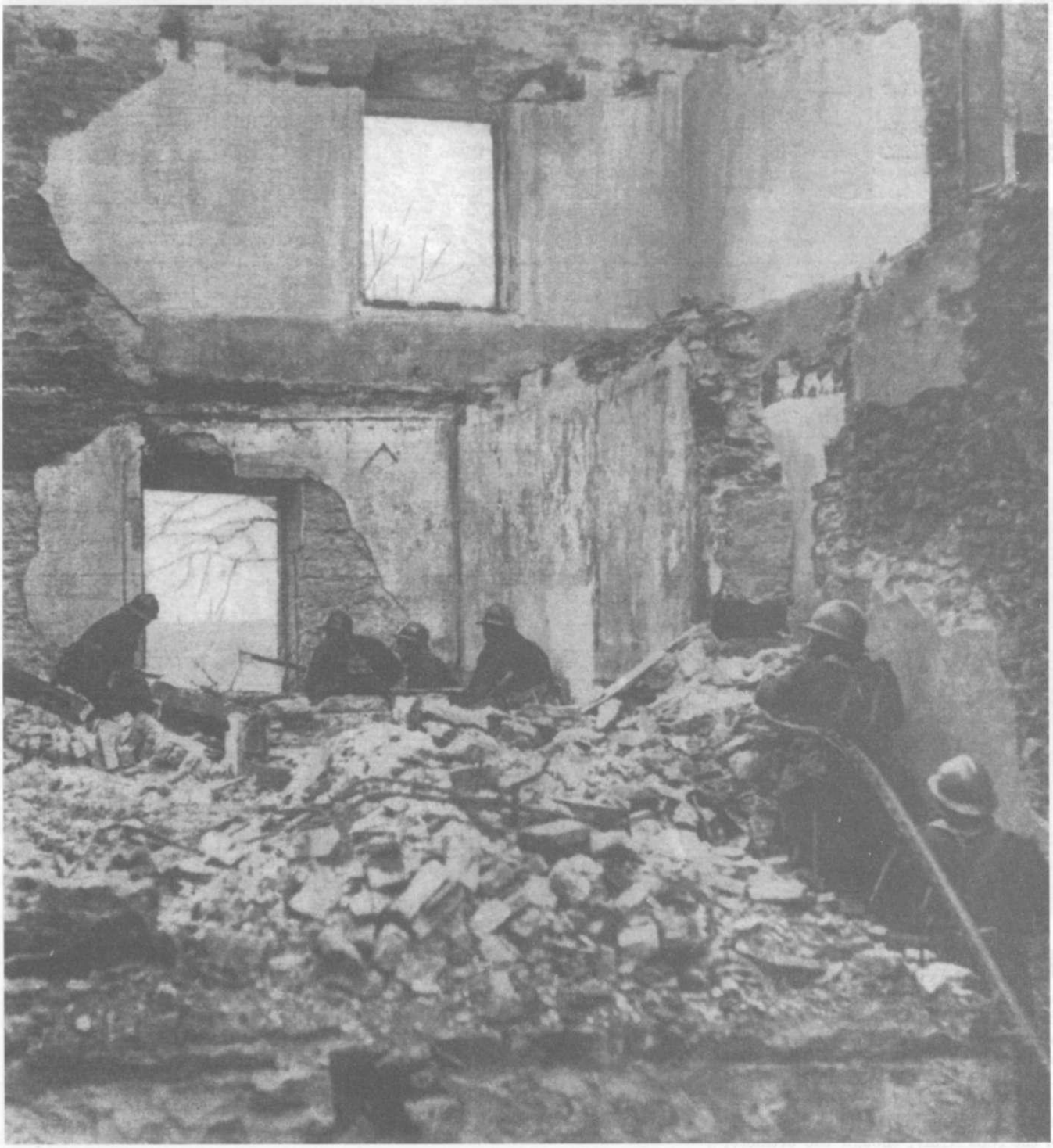
The War Illustrated

Vol. 1 A Permanent Picture Record of the Second Great War No. 15

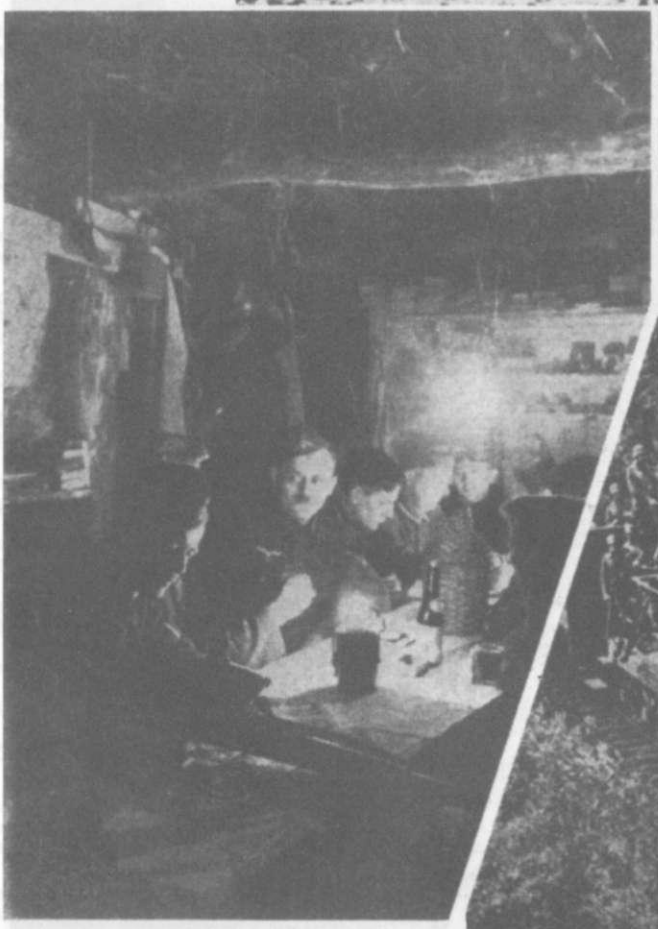


Though communiqués of the French Army have generally been brief and have referred chiefly to artillery activity, French infantry have been in frequent contact with the enemy in small actions, as this photograph shows. A farmhouse in the area between the Maginot and Siegfried Lines has been under artillery fire, and is so badly damaged that only parts of the walls are left standing. In the vantage point thus created French infantry are cautiously creeping forward.

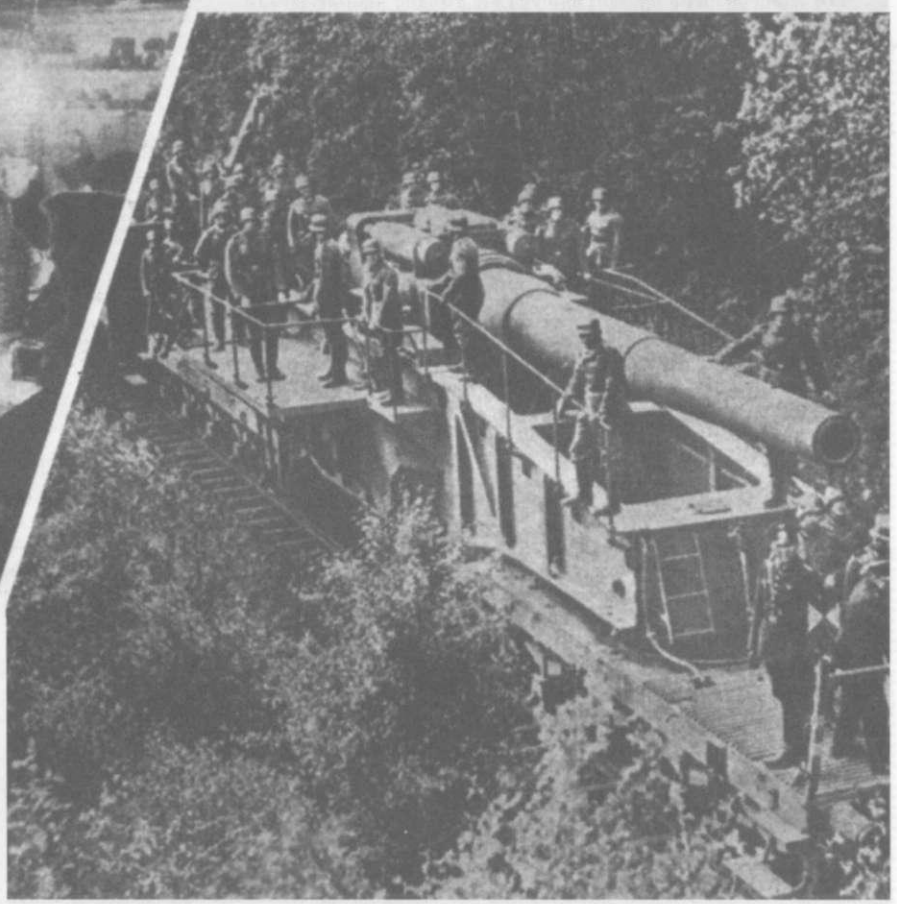
Photo, "The Times"

Over the Top and Down Below with the Nazis

In the last war the Germans were the first of the fighting armies to use very deep shelters, and again they appreciate the importance of shell-and bomb-proof positions deep under ground. Below is a mess-room 200 feet below ground in solid rock. That they are not ill-provided with liquor is proved by the array of bottles on the table.
Photo, Keystone



When the French moved back from their advance posts in the Saar they kept up a heavy bombardment of the area they had evacuated. Above, German infantry are running through a village under fire.



Germany's Army is well equipped with big guns, and, like the Allies, she is using such big naval guns as those that proved effective against concrete defences in the last war. Here a big gun on a railway mounting is in position on a single line of railway. Behind both the Allied and enemy lines there are many miles of single-track railway which sometimes carry supplies and sometimes guns. *Photo, E.N.A.*

In Germany the might of the Army is regarded as being, potentially, as decisive a factor in the war as we hold the British Navy to be. Raised by compulsory service (on a two-year basis), it was estimated that by the end of November 1939 its mobilized strength stood at about 150 divisions—say about 2,000,000 men. The infantry is still the backbone of the Nazi Army, though the artillery, the tanks and the armoured cars (used so extensively in Poland) are of highly-boasted excellence.

Three Months of War and Now Comes Winter

With the end of November the war completed its first three months, and the time seems opportune for an investigation into the position and outlook as they may appear to those responsible for the policy of the belligerents and of the European neutrals.

THREE months have passed since that first day of September when the world learnt with horror and alarm that Nazi 'planes had bombed Warsaw. Those three months have been rich in the material of history. There have been great changes in the map. There have been moves that were expected, and moves, far more, that were unexpected. To the man in the street in all countries this war is, indeed, as the Prime Minister has described it, "the strangest of all wars." But how does or how may it appear when looked at from the eyrie of Berchtesgaden, the inner sanctum in the Kremlin, and the Cabinet room at No. 10 Downing Street?

Let us look over the shoulder of Herr Hitler as he studies the map of Central Europe. If he is in one of his magniloquent moods he may well feel fortified in the belief that he is the greatest of all Germans when he puts his finger on this country and that which since his advent to power have been included in the bounds of Greater Germany. Austria, Czecho-Slovakia, Memel-land, and now more than half Poland. What a galaxy of conquests! Never was Germany so great as now. Never were there so many millions within the Nazi Reich.

Yet perhaps he sees another picture in his hours of solitary reflection. He sees those millions of Poles added to his already large minorities of dissidents; he thinks of the coming winter when even Poles and Jews must be fed in a countryside which has been blackened and ravaged by his *blitzkrieg*. He tries to cheer himself with the thought that his pact with Russia has removed the spectre of starvation; and then he recalls the other side of the bargain—that long common frontier with the country whose ideology and whose leaders he has for years until but the other day denounced with all the fury of his richly-stored vocabulary.

Russia's Westward Drive

As he bends again over the map, the Fuehrer's finger moves northward to those Baltic States which again since September have become satellites of the Soviet power, and, still moving forward, it arrives at last at the Gulf of Finland, now on both sides grasped by the Russian bear, and ruefully indeed he must reflect that the Baltic is no longer a German lake. . .

Nor does he find much consolation if he lifts his eyes to that corner of the map where the British Isles lie separated from the mainland by seas which his bombers find it difficult to cross, and his submarines and even his mines of latest pattern cannot deny to the ships of the Allies.

We may leave Hitler to his thoughts. Let us now interview the dictator of Russia as he sits at his bureau in the Kremlin. From Russia's point of view the war, it would seem, is going excellently. White Russia and the Western Ukraine, those provinces of the Tsardom which were lost after the Revolution, have been won back with the loss of but a few hundred men, and the process of Sovietization is proceeding without a hitch. Estonia, Latvia, and Lithuania, also lost in the Tsarist débâcle, have been converted into satellite states. Finland, which dared to resist the most reasonable demands, is now being brought to heel. There remains Bessarabia; Bessarabia has not been forgotten. Then Russia will indeed be safe from foreign attack. . . .

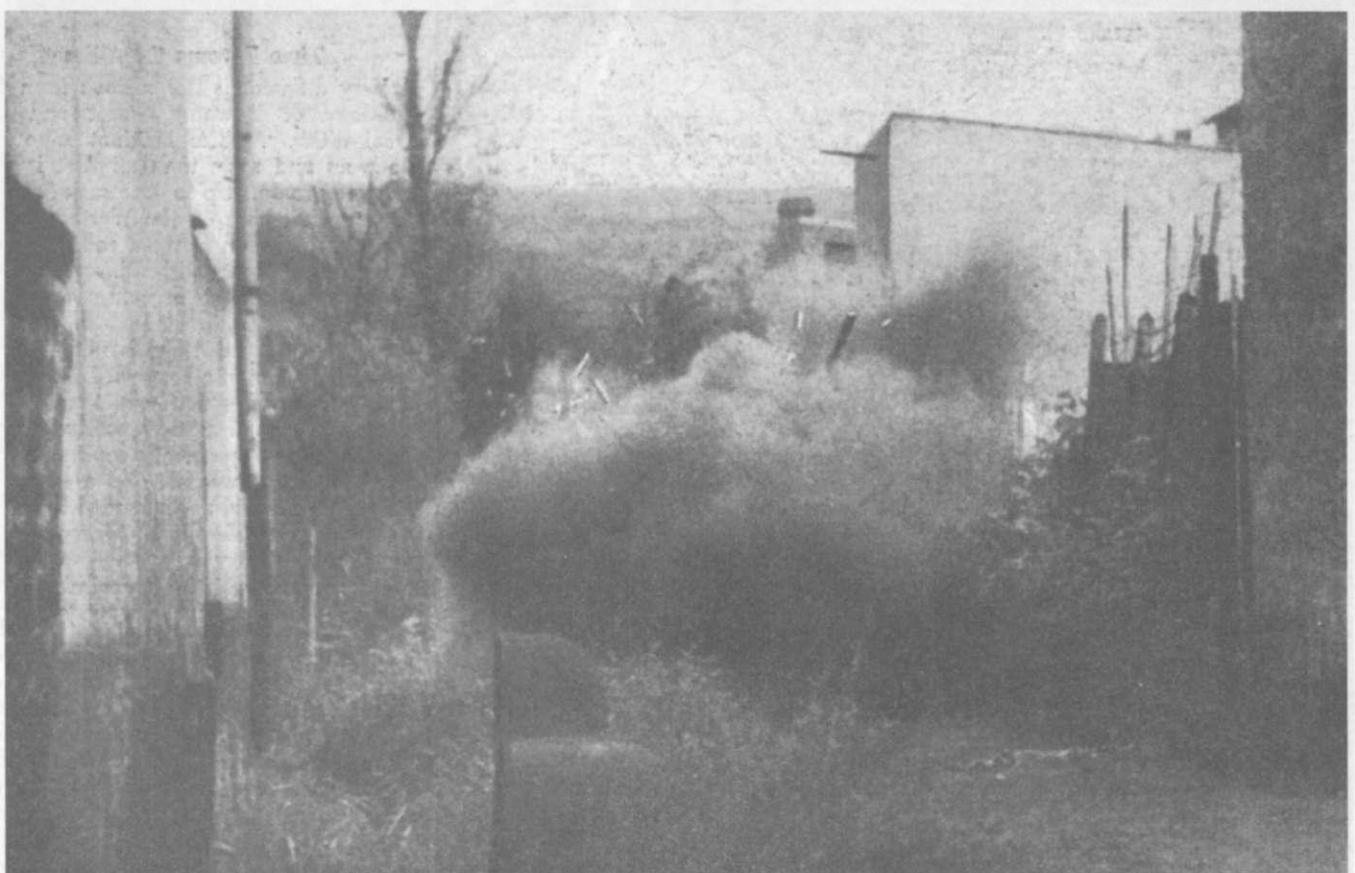
During the first three months the war was fought in autumn weather, but with the coming of winter the situation was transformed. Rains and floods, heavy snowfalls, frozen surfaces of land and water—all have their reactions in the military sphere. In some cases they favour the defence, in others they may facilitate offensive operations. Here in this map the possible influence of the weather is pictorially displayed. *"News Review"*

Time Favours the Allies

Very different is the outlook from the windows of Downing Street and the Quai d'Orsay. The Maginot Line has done all and more than all that it was expected to do. Up to date such fighting as there has been on the Western Front has been done on German soil. Not an inch of French ground has been taken by the enemy. Losses in man-power have been inconsiderable. In the air the superiority of the Allies is plain for all to see. The entente between Britain and France is more cordial even than during the last war, and already nearly 200,000 British troops, splendidly equipped with all the latest weapons of war, have arrived in France, and many of these are already in the firing line. Every month, every week, every day that passes sees further increase of the Allies' strength.

At home in Britain the country mourns the losses of many a gallant ship and of a host of brave men, but still the British Navy is mistress of the seas. In three months German shipping, with the exception of submarines and a few raiders, has been driven into harbour, while the mercantile marine of Britain sails in every ocean. The submarines have been tackled in so effective a way that they no longer constitute a really dangerous menace. The mine will be mastered in the same way as the submarine. Air attacks have been numerous, but the results have been negligible. Despite

Out In No-Man's Land a Mine Goes Up



One of the minor incidents in the outposts between the Maginot and Siegfried Lines is shown in the photographs in this page and that opposite. It has been notified from headquarters that a certain road is to be blown up to obstruct an enemy advance. In the top photograph a French soldier is connecting up the mine which will do the work with the igniter. The photograph immediately above, taken a few minutes later, shows the mine exploding and the road cut.

French Official photographs

So on This Road Too 'They Shall Not Pass'

Continuing the story from the opposite page, directly after the explosion a wave of French infantry goes forward to consolidate the position and hold the broken road (top). A few hours later a new forward position has been established, as seen in the lower photograph. A barrier of timber and bricks, proof against rifle fire, has been erected, and from behind it French infantrymen can direct a deadly fire against the advancing enemy and make them pay heavily for any attempted advance.

French Official photographs

France is Always on the Qui Vive

This anti-aircraft gun, set amidst the sand dunes on the French side of the Channel, has painted camouflage that makes it tone with the sand and tufts of marram grass.
Photo, Associated Press

all the Nazi boasts Britain is still assured of her principal means of life.

Coming now to the neutrals, we find on every hand apprehension, nervousness, and deep concern. Norway, Sweden, and Denmark watch with horror the unprovoked assault on their fellow Scandinavian State, and they find it difficult to fit themselves into a world in which their best customers are at war. The Low Countries and Switzerland hope for the best and prepare for the worst. Spain and Italy are alike in regarding with rising disgust the growth of the Soviet power. In the Balkans, from Hungary to the Bosporus, there is not a country which does not fear for her own security.

Such, then, is the state of Europe after three months of war. Now winter is knocking at the door, and before its fogs and rains and snows have cleared away what further changes will have been wrought in the European scene? Will what some commentators have called the stalemate on the Western Front have been ended? Will Hitler have sent hundreds of thousands to their death in a mass assault on the Maginot Line? Will Holland and Belgium be no longer neutral as a result of a Nazi invasion intended to turn the flank of the Allies' defence? Will Mussolini still content himself with words? Will Rumania still guard her oil? Will the groans of the tortured Czechs and the starving Poles still rise to heaven? Will Russia have met no check in her career of imperialist aggression? Will Britain's breakfast-tables still be well spread, and her towns still unpitted by the craters of Nazi bombs? These are some of the questions posed at the coming of winter, which may be answered with the flowers of spring.

Prisoners often unwittingly give away much valuable information. In the upper photograph are two young German prisoners, one of them hiding his face from the photographer with his hand. Immediately above, a German prisoner is undergoing what the other two will soon have to experience—a close examination from a German-speaking French officer.
Photos, Associated Press and Wide World

Finland Fights On in Snow and Ice

Yet another little country of Europe was savagely attacked by a neighbour vastly superior in size and resources. But Finland refused to be intimidated, and put up a most gallant resistance to the Soviet onslaught.

THE twenty-second anniversary of Finland's Declaration of Independence found the little country engaged in a struggle for life with her great neighbour on the east. A few days before, the Red Army had crossed the frontier at several places, Soviet 'planes had rained down incendiary bombs on Helsinki and other towns in south Finland, and ships of the Red Navy had bombarded Hanko and seized some of the islands in the Gulf.

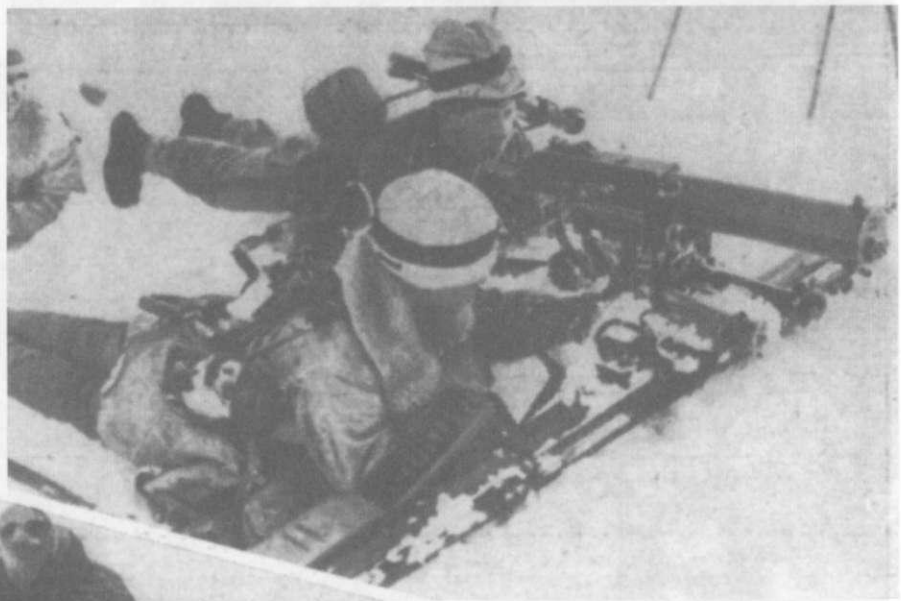
Although to the outside world the conflict took on the aspect of a struggle between Lilliput and Brobdingnag, the Finns put up a stout resistance. Despite their overwhelming superiority in men and mechanized armament, the invaders made but slow progress in the Karelian Isthmus in front of Leningrad, and their shock troops and artillery came to grief when trying to advance over the frozen marshes north of Lake Ladoga, many being drowned as the ice broke beneath their weight. In the far north the Russians were able to claim that they had succeeded in occupying the Ribachi peninsula, but their attack on Petsamo developed into a ding-dong battle in which first one side and then the other claimed the victory. Yet a third advance was made in the direction of Kuolajaervi in the "waist" of Finland, with a view to severing her land connexion with Sweden. Here again the attackers made little progress, for not only was there a most vigorous defence, but the heavy falls of snow hampered the movements of the invaders who may well have been unaccustomed to movement in such an Arctic scene. The Finnish troops, specially trained for snow fighting, moved swiftly here and there on their skis, and sorely harassed the Russian soldiers, who were blinded by the driving snow and, moreover, walked in ever-present dread of the mines which they had good reason to believe were hidden in every snowdrift.

War correspondents of the Moscow newspapers complained bitterly of the fact that the Finns had laid land-mines everywhere, that they shot from behind trees and even from among the snowdrifts, that they fought in small mobile groups instead of coming out into the open and attacking in large formations such as were employed by the Red Army. "Pravda's" correspondent said that "the Finns hide in heaps of pine branches and in snowdrifts. They are as wicked as wolves, hungry and in rags, and shoot from behind . . . Our Red soldiers shout 'You filthy snakes' as they bring them toppling down out of trees."

Another correspondent reported with undisguised wrath that the Finns had attached mines to things which could not but tempt the Muscovites—alarm clocks, for instance! "Izvestia's" correspondent denounced the Finns for using poisoned sweets, cigarettes, and water attached to booby traps; "these mad dogs," he averred, "must be destroyed."

Bad weather was supposed to have been responsible for Helsinki's immunity from air raids beyond those carried out in the first few days of war. But in the far north the skies cleared sufficiently for the Finns to be able to launch a surprise air

M. Vaino Tanner (above) held the portfolio of Foreign Minister in the newly formed Government of Finland.
Photo, Keystone



The Finnish Army is fairly well provided with tanks, and above two soldiers are camouflaging one with branches of trees before the invasion. Above right, two Finnish soldiers are using their skis to prevent their machine-gun sinking into the snow.
Photos, New Age and Wide World

Finns and Russians Plod to Battle Across the Snows

Winter weather, accompanied by heavy snow, has added to the difficulties of the war between Russia and Finland, and in both armies soldiers on skis have come into action. The Finnish ski-riflemen are all picked marksmen, and with the speed in manoeuvre that the skis give them they can seriously harry much larger numbers of the enemy. Those on skis seen on the left above are wearing white cloaks as camouflage against a background of snow. Russia also has a few soldiers equipped with skis, and on the right some of them are on the march.

Photos, Associated Press and Planet News

attack on the Soviet air base at Murmansk. The Finnish airmen, returning in triumph, claimed that they had destroyed as many as sixty Russian machines by means of small incendiary bombs. Red warplanes were reported to have bombed Salmijaervi, the nickel mining centre, but one of the Russian bombing squadrons was stated to have met disaster in a snowstorm in the Lake Ladoga region.

So dogged a resistance seems to have been entirely unexpected by the Soviet chiefs. Unfortunately for the success of their plans they had not profited by Hitler's example in preparing the way for their aggression by fostering sedition in the ranks of their proposed victim. The Finnish people as a whole rallied behind the new Government of M. Ryti, and displayed nothing but contempt for the puppet government established by the Soviet invaders at Terijoki. As the Finnish wireless declared, "this so-called government exercises its powers in a vacuum—in a completely depopulated area."

A woman's body taken from a Russian aircraft that bombed Helsinki, showed that Russian women took part in this dastardly work. These three women of the Russian Air Force flew from Moscow to the Far East in record time in 1938. Left to right, Captain Polena Osipenko, Soviet Deputy, Valentina Grizodubova, and Senior Lieut. Marina Raskova.
Photo, Planet News

On November 30 President Kallio proclaimed Finland to be in a state of war, and at a Council meeting Field-Marshal Baron Carl Mannerheim was appointed Commander-in-Chief of all the Finnish Forces. He is here seen (left) at a review with two of his staff. Left to right are Général Oestermann, Commander-in-Chief the Army, General Ohqvist, and Marshal Mannerheim.
Photo, Associated Press

Here is a stretch of barren shore line near Petsamo, the Finnish Port which was bombed by seven Soviet aircraft. The main road which connects it with the town of Enare was also bombed and an omnibus machine-gunned. Petsamo is in the extreme north, and is Finland's only outlet to the Arctic Ocean. *Photo, Derek Wordley*

The Russian newspapers printed many sneers at little Finland, pointing out how small was the Finnish army, how deficient in 'planes, heavy artillery, and tanks—in other words, how easy it must prove to exterminate her. Time after time they asserted that the Red Army was invading Finland solely as a liberator—to free the "real working people" of Finland from the "bankrupt politicians of the Finnish bourgeoisie."

Compared with such nauseous rodomontade, M. Ryti's broadcast to the United States was refreshing indeed. "The strength of Finland," he declared, "lies in the unity of the Finnish people." In defending her own liberty Finland believed that she was defending the liberty of every nation. "Our only hope," he said, "is that it will not prove too great for the powers of a small nation. But whatever our fate may be, I am deeply convinced that through our fight and our sufferings we are helping to further the creation of a better world."

Germany the Real Betrayer of Finland

Written by an anti-Nazi German, this article provides some of the background necessary for the understanding of the Russian attack upon Finland. Not long ago a protégée of Germany, Finland, since the Moscow Pact, has been left to the mercy of the Soviet.

EARLY in the last Great War the German newspapers were full of pictures of fair, tall, "Nordic" lads of the 27th Battalion of Riflemen training in the Lockstedt Camp near Hamburg. They were Finnish students and Boy Scouts, young and ardent patriots whose one desire was to rid their country of the Russian yoke to which it had been subjected, with interruptions, for more than 200 years. After the Russian revolution of November 1917 this band went home to fight for an independent Finland, joining the "White Guards" formed by Baron Mannerheim. After severe fighting in Viborg and elsewhere, the Finns finally mastered the Reds.

Mannerheim—a Finn by birth, a Swede by descent and a Russian cavalry general by profession—could not have won that fight, even with the help of these German-trained and equipped soldiers, had not Germany herself taken a hand in that struggle. Not from any altruistic motive—the Kaiser wanted his relatives to rule the Baltic States; indeed, his brother-in-law, Prince Frederick Charles of Hesse, was actually "elected" King of Finland a month before the Armistice. So a German division under General Count von der Goltz, a nephew of the famous Marshal of that name, set out in February 1918 and, with a small fleet and 12 troop-carriers, broke through the ice of the Baltic and the Gulf of Finland to land the army which subsequently took the mainland, including Helsinki, the capital of Finland, from the Russians. Hangoe, the naval port at the entrance of the Gulf, went up in flames. (Incidentally, it was Von der Goltz's fighters who, on their return became the backbone of the German Free Corps and later of the Nazi Party.)

Since then Finland has been extremely popular in Germany. Her decorations have been proudly worn by many German officers, and many Finnish soldiers boasted the Iron Cross.

German 'Double-Dealing'

How these men must have blushed when they learned of the German-Russian treaty engineered by Ribbentrop, and witnessed the abandonment of Finland to her Russian oppressors without so much as a word of regret appearing in the Goebbels press! Whether they saw this German betrayal of her "adopted child" in the North as a sign of pitiful weakness, or as the price of a disgraceful bargain, they could not but feel ashamed of the Nazi successors of General Ludendorff, who had launched upon Russia and the world Lenin and Trotsky, the Communist fanatics. With the same treachery as the Nazis now show, Ludendorff, only a few weeks after he had dispatched the Bolshevik revolutionists in a sealed car through Germany, had ordered the German fleet and army to fight them in Finland. He then posed as the liberator of a small nation, which his successors have now flung to the wolves.

This is the outcome of the Russian dilemma: having called in the Russian bear in her own defence, Germany now sees it swallow up all her strategic outposts on the Baltic seaboard, and finally her own "protégée," the Republic of Finland. And Ribbentrop's blunder in signing the Nazi-Soviet pact is reacting against him at home. The German army—and not only the army but the Brownshirts and Blackshirts as well, and with them the mass of the civilian population—have always been and still are genuinely anti-Bolshevist. They can see that this new crusade of the hammer and sickle will also prevent the formation of a defensive "bloc" in the Balkans and thus interfere with Nazi Germany's "Drang nach Osten" policy; they see it for what it is—a direct menace to the very existence of Germany.

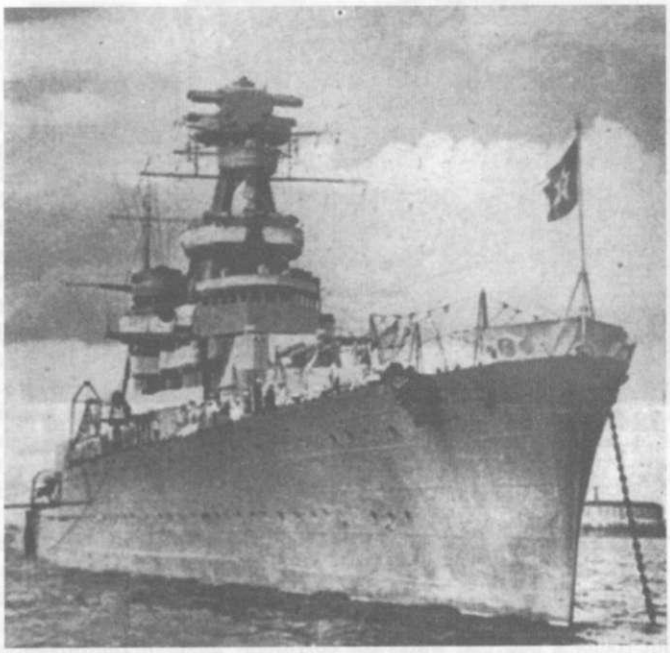
Ideologies at a Discount

Russia's invasion of Finland with the tacit consent of Germany has finally disposed of any ideological differences between the two dictatorships. Not much is now left of Hitler's ideals—state-directed capitalism, leadership of the élite, "protection of the priest at the altar," and a racially pure nation. Nor have Communist ideals stood any firmer. Where are the Bolshevist's disdain for Tsarist ambitions and "Imperialist" wars, where are "collective security" and "peace indivisible"? The Russian method is identical with that used by the Nazis in the rape of Austria and Czecho-Slovakia—the campaign of slander, the fabricated incident, the open menaces, and the final onslaught on an inoffensive and weak neighbour. Hitler's propaganda had to resort to the clumsy and transparent lie that Britain has fostered anti-Russian "aggression" among the 3½ million people of Finland, but that will not distract the mind of the German people from the fact that, one day, 90 million Germans will find it hard to resist 183 million Russians. Whatever the Nazi propagandists may say, the present Nazi-Soviet arrangement is only a repetition of what frequently enough happened in American cities in pre-G-men days: two gangsters have temporarily joined hands to plunder the wealthier citizens, on the understanding that they will "shoot it out" between them later. When it comes to a "show-down" the bigger gang wins.

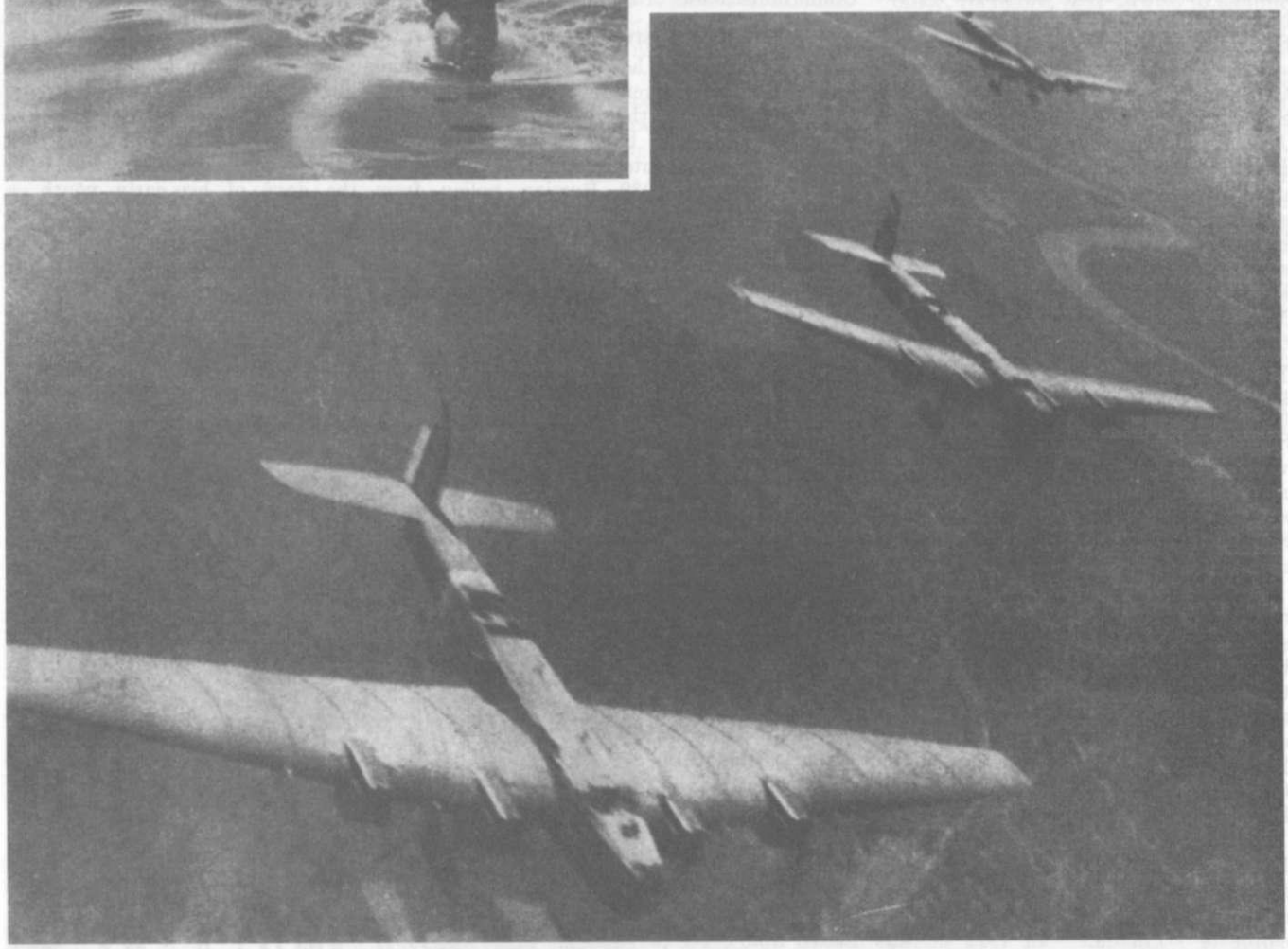
This photograph illustrates not only an interesting incident in Finland's recent history, but also the complete volte face which Germany has made under the Nazi regime in her relations with Russia. General von der Goltz is seen on a visit to Baron Carl Mannerheim at his headquarters in 1918 when, with German help, he was resisting the Bolsheviks.

Photo. E.N.A.

Red Russia: Weak at Sea, Strong in the Air



Though Russia is weak in ships some unusual attempts to make its personnel efficient have been made. Left, Russian sailors in full uniform are swimming in military formation in the Khimi Reservoir, Moscow. Right is the Kirov, one of Russia's 8,000-ton cruisers. She is believed to have been badly damaged by the Finns.
Photos, Planet News



Described as modern heavy bombers, these 'planes of the Red Air Fleet are certainly larger than any standard bomber in the British Air Force, but they can equally certainly not be described as modern. Although later aircraft are now in use, these four-engined TB3 or ANT6 machines are believed still to form the bulk of the Soviet offensive air force. The type was designed by A. N. Toupolev, Russia's most eminent aeronautical engineer, and was one of the first home-designed machines to supplement and replace foreign products.
Photo, E.N.A.

Red Tsar of the Kremlin

What sort of man is he who, since the war began, has seized half Poland, dominated the Baltic States, and now invaded Finland? Here are the main facts of Stalin's career, and a brief inquiry into his dominating motive.

Smiling amiably, the Red Tsar of the Kremlin is seated side by side with Marshal Kiement Voroshilov, who since 1925 has been the Soviet Commissar for War. When Stalin considered that the time had come to teach the Finns a lesson, it was Voroshilov who was entrusted with the campaign.
Photo, E.N.A.

TWENTY-ONE years have passed since the last of the Tsars fell riddled with bullets in the ghastly shambles in the cellar at Ekaterinburg. But today a new tsar walks the corridors of the Kremlin, and from his bureau wields autocratic sway over nearly two hundred millions, inhabitants of a vast realm stretching from the Baltic to the Sea of Japan, from the tundras of Arctic Siberia to the borders of Afghanistan.

When Stalin was born in the little Georgian town of Gori, near the Black Sea, Alexander II held sway as Tsar of All the Russias. Josef Vissarionovich Djugashvilli—he was not called Stalin until years later—was the son of a poor shoemaker, and as a youth of fifteen he entered the Orthodox theological seminary in Tiflis. Very soon, however, he found that the books of Darwin, Marx and Engels were far more to his taste than theological manuals, and he was expelled for his revolutionary sympathies. Abandoning all idea of entering the priesthood he joined a group of Social Democrats, keeping himself the while as a book-keeper, and wrote for a number of working-class papers under several pseudonyms, including that of Stalin—"man of steel"—by which he is now universally known.

When nineteen he became known to the authorities as the organizer of a strike of Tiflis railway-workers, and not long afterwards he was sentenced to the first of many periods of imprisonment and exile. His last spell in Siberia was ended by the revolution of February 1917. From a tiny village within the Arctic Circle he hurried back to Europe and became one of Lenin's colleagues.

During the civil war between the Reds and Whites in 1919 and 1920, and in the war against Poland, he played quite a distinguished part, and became editor of "Pravda." In 1922 he was appointed General Secretary of the Central Committee of the Communist Party, and after Lenin's death in 1924 became the dominant personality in the Soviet State. It was Stalin who captained the Five Years' Plans, which from 1928 worked a complete transformation of the Russian industrial and agricultural scene. Although his position is still nominally that of Secretary, Stalin is today, as he has been for many years, virtual Tsar of Russia.

For the ten years required for the working out of the First and Second Five Years' Plans, Stalin seemed to be fully occupied with the internal development of the Soviet realm. In Europe it was confidently asserted that Bolshevik Russia had "gone Asiatic," as indeed might be expected from the fact that Stalin himself was of Asiatic origin.

Stalin's Westward Drive

From time to time, however, pronouncements from the Kremlin showed that the inner circles of the Bolshevik party were not altogether blind to what was happening in the outside world, and in the summer of 1939 Russian policy took an altogether new turn. Turning his eyes from the Far East and from the home front, Stalin looked across his western frontier to that Central Europe whose state system was collapsing under the strain of Nazi aggression.

During that last pre-war summer Stalin was wooed assiduously by France and Britain, whowere anxious to include the U.S.S.R. in their Peace Front of nations pledged to resist further Nazi demands. Ultimately, however, it was Germany that made the deal. On August 23 Germany and Soviet Russia signed the Pact of Non-Aggression in the Kremlin.

Von Ribbentrop as he appended his signature to the document may well have thought that Britain and France would now be intimidated from going to Poland's assistance; Stalin's motives are more a matter of conjecture. Some would have it that he was attracted by the prospect of easy loot. It seems that Germany and Russia agreed on a partition of Poland between them, and Russia's entry into the war on September 17 was according to the pre-arranged plan. Certainly as a result of that "stab in the back" Russia was enabled to occupy nearly half Poland without having to fight anything more than a few skirmishes. Nor was this all. As made clear in other pages of this work, Stalin, in a few days in October, converted the Baltic States into vassals, and at the end of November invaded Finland to enforce his demands.

Restoring the Tsar's Empire

Thus in December 1939 Russia, under Stalin's leadership, had regained in large measure the territory lost in the period 1917–1920; only Finland and Bessarabia remained to be re-won.

If Stalin be, then, the Bolshevik Imperialist that some would assert, then he may claim to have repeated the triumphs of even the greatest of the Romanoffs. There are others, however, who believe that he is inspired by no mere imperialist urge, by no desire to regain the empire of the Tsars, but that he continues to be what he has been from the days of his early youth—a sincere Bolshevik. If this be the case, then his support of Germany in her war against Britain and France may be due to a belief that the war of 1939 will leave the western nations as ripe for the Bolshevik virus as was Russia in 1917.

Imperialist or Red Revolutionary? Only history can supply the answer.

PEACE BY PIECE
Cartoon by Zec, by courtesy of the "Daily Mirror"

No Indiscriminate Air-Raids On Civilians—Yet

Here Major-General C. H. Foulkes, C.B., C.M.G., D.S.O., gives his reasons for believing that Nazi air attacks on our great cities are not an immediate danger. In the Great War Major-General Foulkes was Gas Advisor to the C.-in-C. An amplification of his present subject will be found in his book "Common Sense and A.R.P."

AFTER three months of war our A.R.P. services have not yet been called upon to perform the duties for which they have been trained. So far only half-hearted air attacks have been made on our shipping and on our fleet, but soon Hitler must risk something more.

In the first place, an attack on the Western Front may be forced on him; in this case he may not be able to afford the use of bombers with which to carry out major raids against this country, because the German war technique, based on the success of the method in Poland, appears to be to mass mechanized forces in the attack of a defensive position, to push them forward regardless of loss, and to support them with the whole strength of his air force.

Or he might shrink from the losses which such an attack would involve and concentrate on the use of his air force against this country in particular; in such an event he would probably confine his attacks to military and naval objectives, as he would refrain from raiding our cities because of the inevitable retaliation on his own. He can ill afford to add to the hardship and suffering—and, possibly, the political unrest—which already exist in Germany.

It is probable, therefore, that there will be no indiscriminate air raids on the civil populations of this country, such as we have been led to expect—at any rate for the present. The common sense of the situation is that air raids on a civil population which solidly supports its own Government are not worth while.

We have already had some experience of them in the last war, and the results were then insignificant. Only 1,414 people were killed and 3,416 wounded during a period of nearly four years, while 8,500 bombs big and small were dropped—that is, 2 bombs were necessary for each casualty. In 1938 alone, 881 persons were killed in this country by falling downstairs; 1,352 by falling down somewhere in their houses: and 87 simply by falling out of bed! And the total material damage caused amounted to less than three millions sterling.

This was a paltry result in comparison with the effort expended and the losses sustained by the raiders, especially as at first anti-aircraft guns were mounted only in St. James's Park, London.

Costly Daylight Raids of 1918

As our defensive organization developed aeroplanes were largely used instead of Zeppelins, and daylight raids, which are necessary in wartime for navigation and for accurate bombing, gave place to raids by moonlight; even these proved so costly that during the last six months of the war no raids took place over London.

The indirect effects of these raids were, of course, far from negligible, as not only was the output of munitions restricted, but a substantial part of our available air and anti-aircraft equipment was retained for home defence.

Since that time, bombing technique has improved and the range, speed, and carrying capacity of aircraft has been increased. But these advantages have probably been more than offset by the greater accuracy of modern anti-aircraft fire and the efficiency of fighter 'planes.

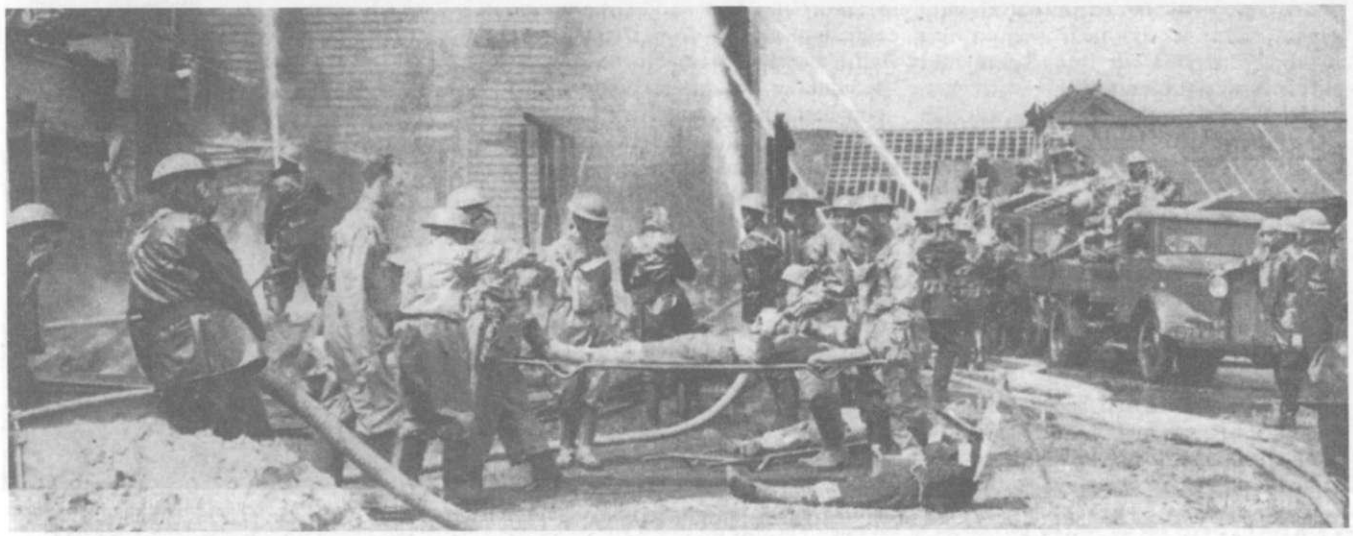
In September 1938 the Spanish Ambassador, speaking at Geneva, stated that the casualties sustained by Spanish civilians up to that date, were less than one for each bomb dropped. A great deal of private property was, of course, destroyed, but although terrifying, the bombing raids had no appreciable influence on the conduct of the civil war, while the moral effect produced by them was opposite to that intended.

Similarly in China: the figures compiled and published by the Shanghai Publicity Committee revealed that in one year, up to June 1938, a little more than one casualty was caused by each of the 33,000 bombs that had been dropped on Chinese cities. In both cases the raids were against communities that were very poorly equipped to resist attack.

Futility of Civilian Raiding

In view of these results it would be surprising if belief in the omnipotence of the bomber was not shaken, and the futility of air raids on civil populations was not generally recognized. They have not succeeded anywhere in the past in provoking revolutions.

Since, therefore, it is unwise to assume that an enemy is going to misapply any of the forces at his disposal in time of war, it is probable that if raids are carried out against this country only objects of real naval and military importance will be sought out and attacked—at any rate at first. Where one side considers itself predominant it will strive to maintain its superiority by annihilating the enemy's aerodromes, factories, and ground organizations, and as many as possible of the key establishments on which his fighting strength and ability to wage war depend. When the defending air force has been crippled, munitions works have been destroyed, and food supplies cut off, attention might then be turned to the civil population, regardless of world opinion.



When the war began there was a clash of opinion between those who believed that air raids on cities might be expected at any moment and those who maintained that the first attacks would be on places of real military and naval importance. Even in country districts every precaution was taken against air raiders, as seen in the above photograph showing villager members of the A.F.S. going into action. *Photo, Keystone*

Stocking the Nation's Wartime Larder

As in the last war so in this, a Ministry of Food strives to ensure that the people's food shall be adequate in supply and fairly distributed. Here some of the steps taken in this direction since war began are described.

Mr. W. S. Morrison, Chancellor of the Duchy of Lancaster, was appointed Minister in charge of the Food (Defence Plans) Department on April 11, 1939, and became Minister of Food in the War Cabinet.

Photo, Central Press

AMONG the most important of the steps taken at the outbreak of war was the placing of the nation's food supply under Government control. Bulk purchase of staple foods was undertaken by the Government through its agents abroad, and at home bulk stocks were taken over and the prices of most of the essential foods strictly regulated. The object of these measures was to prevent any great rise of prices and anything in the nature of speculation in the nation's food, and also to ensure that the available supplies were fairly distributed.

Immense difficulties were encountered in the tremendous task of providing the wherewithal of existence for 45,000,000 human beings, but the experience gained in the last war stood the administrators in good stead. At the outset, of course, there were muddles, large and small. When the war began the authorities believed that large-scale air raids on London were to be expected at any moment, and so the metropolitan fish and meat markets at Billingsgate and Smithfield were decentralized—with such disastrous results on the smooth working of the distributive machinery, however, that it was not long before they were restored to London.

Evacuation created constant difficulties. Some milk distributors found that their "round" had dropped by 20 per cent, while others soon realized that there had been such a big influx of population into their area that their milk supplies were quite insufficient.

Supplies of butter and bacon—the two foods which it was announced were to be the first subjects of rationing—were also difficult to allocate to the evacuated and reception areas. The supplies to the retailers of butter, controlled from about September 23, were based on the supplies of a datum period consisting of the preceding June and July, when the population in the areas was at its peacetime level. The datum period fixed for the supply of bacon, controlled on September 9, was the four weeks ending August 19, when large numbers of people were away on holiday. Thus, when bacon control was instituted, the holiday resorts found themselves granted liberal supplies, while those districts to which the holiday-makers had now returned were short.

Another difficulty concerning bacon is that normally four-fifths of Britain's bacon supplies come from overseas, principally from Denmark, Eire, Canada and the Baltic countries. With the development of the Nazi submarine and mines campaign, supplies from Denmark and the Baltic became decidedly erratic, and so the country became specially dependent upon home-cured and Irish bacon.

Thousands of tins of food are being stored in this London warehouse. High medical authorities have declared that tinned food loses none of its nutritive value.

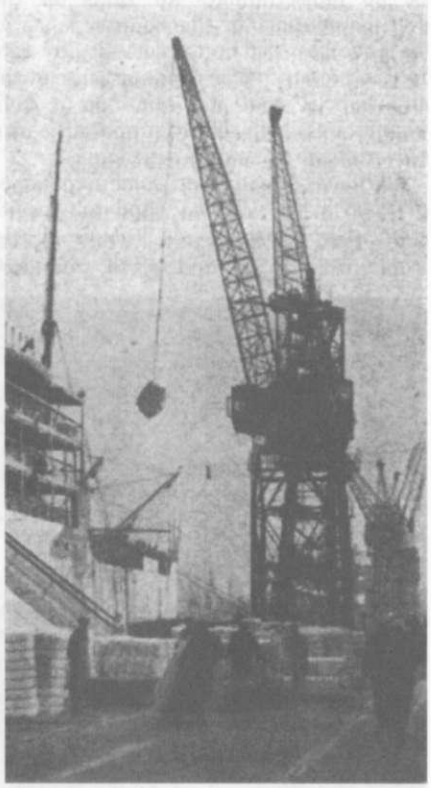
Photo, Keystone

Butter was included in the rationing scheme, because, like bacon, supplies are lower than in peacetime owing to reduced shipments from North European countries from which normally large supplies are obtained. Like bacon, butter is too perishable to be suitable for inclusion in the reserves of food supplies which the Government were building up even before the war; but the main raw material of margarine was stored in large quantities, and since the outbreak of war the Ministry of Food has stimulated the production of margarine. For a few weeks all margarine produced was of standard quality, retailed at a standard price of 6d. per pound, but ere long the branded supplies were again on sale. There was no blending of butter with margarine and no mixing of butters.

There was more than a storm in a tea-cup when it was announced that all the tea stocks in the country were to be pooled, and that the tea drinkers who had become addicted to one particular blend were to be compelled in future to take a cup that would neither inebriate nor cheer them. So great was the public outcry that it was soon announced that, although the Ministry of Food had requisitioned the existing stocks of tea, taken control of future arrivals and of its marketing, pooling had been abandoned.

There was a sigh of relief, too, when it was announced that there is no likelihood of a shortage of sugar. Large reserves of sugar are available, and the Ministry purchased in September a whole year's requirements, that is, more than 1,000,000 tons of Empire sugar. There is, moreover, a home crop from East Anglian beet.

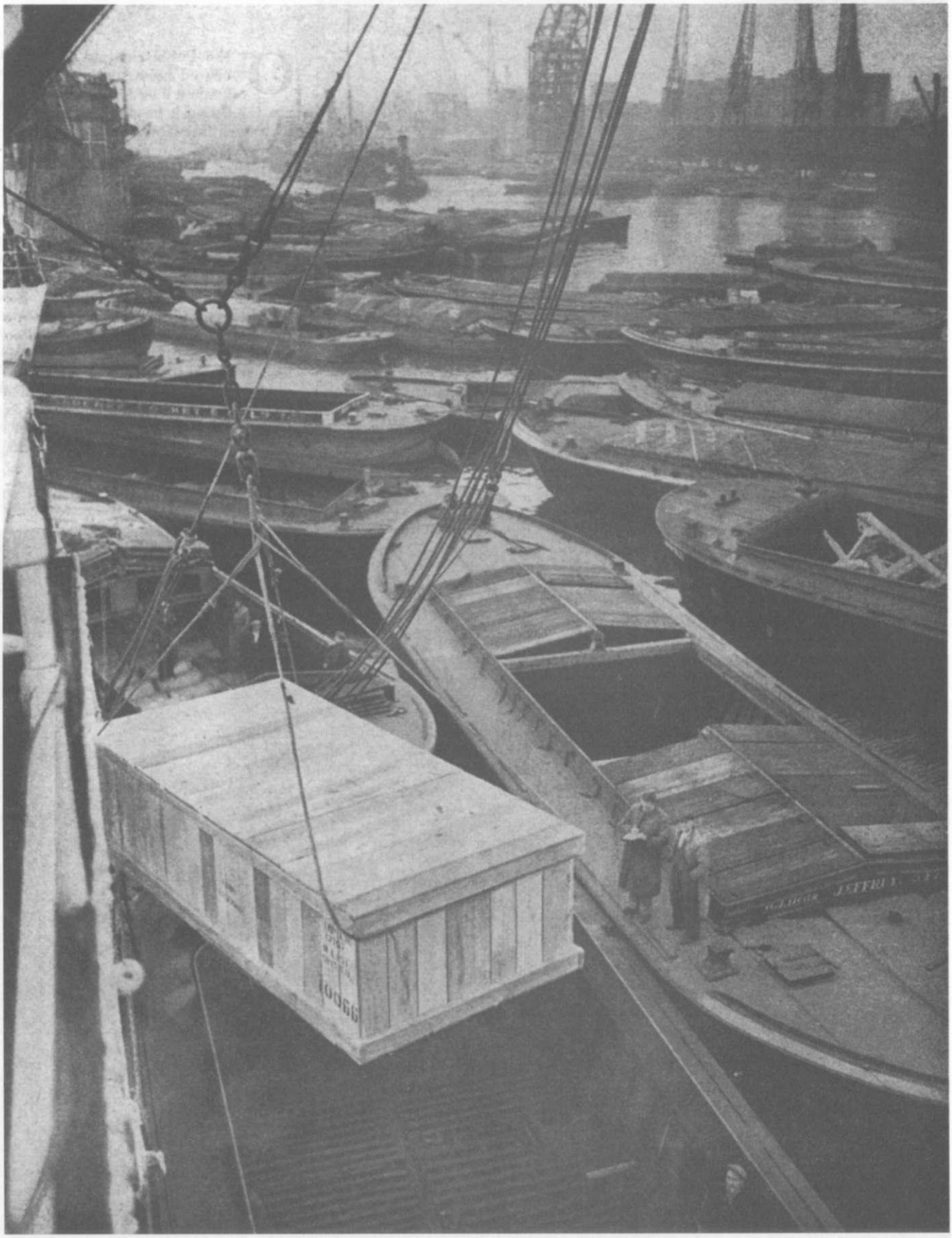
So the story could be continued as regards meat, bread, flour, eggs, condensed milk, potatoes and canned salmon. Even dried fruits have not been forgotten, and well in time for Christmas the Ministry made arrangements for securing ample supplies of currants and sultanas for the festive pies and puddings.



This wartime scene in an English port shows one of the ships brought safely home by convoy, unloading its cargo of food from one of the Dominions.

Photo, L.N.A.

When a Convoy Comes Safe to Port



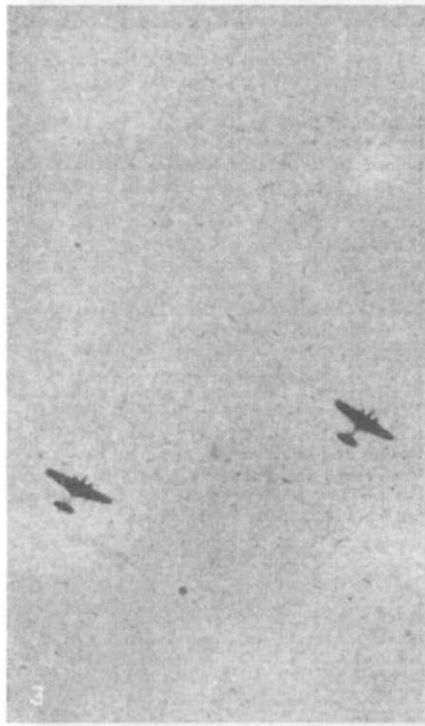
Great quantities of food are still arriving at the Port of London, but the routine of dealing with cargoes has changed. As a rule ships come in on every flood tide and very soon lighters are alongside into which cargoes are unloaded to be carried farther up the river. They are got away at once. Since the convoy system has been in operation the flow of shipping is less regular, and large numbers of ships come in together. Before they arrive such a great fleet of lighters as is seen here is got together to take off the cargoes.

Photo, Central Press

Finland's Capital City Receives a Le

Of the Baltic capitals none is laid out on more spacious and more modern lines than Helsinki, or, to use the Swedish form, Helsingfors. Yet by a cruel fate it was this city which was bombed time and again by the Russian warplanes, and here in these pages are illustrated some of the results of this exhibition of Soviet frightfulness. The earliest scene in point of time is that on the left (1) where pedestrians are searching the débris resulting from some of the first explosions which have wrought havoc in a block of shops and tenements. Below (2) is a street in which move firemen and A.R.P. helpers in their work of succour. Below on the right (4) a boarding-house has been shattered by a bomb. One photograph (3) shows one of the flights of Red bombers actually above the city; the bottom 'plane is in difficulties, probably as a result of the defenders' anti-aircraft fire.

Photos, Associated Press



WORDS THAT HISTORY WILL REMEMBER

(*Continued from page* 434)

Soil from which Spring Roots of War

Monday, November 27, 1939

MR. HERBERT MORRISON, M.P., Leader of the London County Council, in a broadcast :

Stage by stage Hitler built up his power. Piece by piece he swallowed up his neighbours. Each time, like the drunkard, he swore it would be the last. Each time he set about preparing the next daylight robbery. In Poland he used force instead of merely threatening it; but having seized what he wanted he made the old promise that now he would turn over a new leaf and settle down.

Today we stand, with France, prepared for what may come; today, owing to Poland's terrible martyrdom, the Allies have had time to make ready. Germany has missed the aggressor's best chance—a flying start.

But suppose we made peace now? How do we know that, when his strength was renewed and our preparations were dissipated, Hitler would not launch his Blitzkrieg out of a clear sky, and crush us before we could start?

Some seem to hope that Russia has Hitler pinned down and will not allow him to start a new war in the west. But has Russia ever said so? And what other guarantee of safety and freedom for Europe have we besides the word of Adolf Hitler?

Poisonous Growth of Nazism

The Nazi regime is, as it always has been, a poisonous growth, a wholly evil thing. A leopard of this kind cannot change its spots. It must dominate, or die. And what would happen if it did dominate, and if the threat of military defeat—which was drawing very near to us this summer—became a realized fact? A victorious Nazi Germany insists upon setting up in its conquered territories governments of its own kidney . . .

If we are fighting only to end the Nazi threat to our future, if we have no aim but to get back to pre-Nazi Europe, we are chasing a will-o'-the-wisp, and we shall fall into the mire. The roots of Nazism are not all to be found in the original sin of the Prussian temperament; the roots of war lie deep in our present ways of living, and we have the chance now to dig some of them out.

If we really mean to build a clean, ordered, secure world after this war, we must be ready for sacrifice as individuals, as classes, as a nation. While we must be ready to surrender a measure of national sovereignty, we must maintain the cultural freedom of nations and a proper measure of independence in their political life. We must cling to an ideal of government, whatever its actual form, as something which exists to serve peoples, not to dominate them . . .

War Aims Must Precede Peace Aims

Tuesday, November 28

MR. CHAMBERLAIN in the House of Commons :

There is one observation I should like to make on the subject of peace aims which I do not think has been made before. This idea of building a better world does not require a war to bring it into men's minds. Every statesman who has any right to such a name has been hoping and trying to improve the general condition of the world whenever he had any opportunity of doing so, but the condition in which Europe has been kept for such a long period by the policy of Germany has made it absolutely impossible to make any progress in this task of improving world conditions on the scale which we should have liked to see. . . .

When I spoke on this subject on Sunday I said that the conditions in which peace aims could be achieved could not at present be foreseen. I did not say that they were remote. I do not know. I said that they could not be foreseen, and I say now that none of us knows how long this war will last, none of us knows in what directions it will develop, none of us knows when it is ended who will be standing by our side and who will be against us, and I say that in those circumstances it would be absolutely futile—indeed it would be worse than futile, it would be mischievous—if we were to attempt to lay down today the conditions in which the new world is to be created . . .

First of all, we must put an end to this menace under which Europe has lain for so many years. If we can really do that, confidence will be established throughout Europe, and while I am not excluding the necessity for dealing with other parts of the world as well I feel that Europe is the key of the situation and that if Europe could be settled the rest of the world would not prove so difficult a problem. If we can establish that confidence, then many things which have seemed difficult or impossible in the past might prove to be, if not easy, at any rate attainable . . .

We shall need all our courage, all our tenacity, all our patriotism to achieve our war aim, for let us not make the mistake of underrating the strength of our enemy. When we have achieved that aim, then indeed we may find that we may require an even greater vision, an even greater will to win the peace than it has taken to win the war. I do not doubt that when that time comes there will be those who will have that vision and that will.

British Courage and Skill Will Win the War

Tuesday, November 28

SIR SAMUEL HOARE, Lord Privy Seal, in a speech to the Chelsea Conservative Association :

We were prepared for a sudden, a swift and staggering climax. In its place there have been three months of watching and waiting. People are saying that we are suffering from boredom. I believe myself that this feeling is altogether superficial. If we look impartially upon the story of the last three months we shall come to the conclusion that so far from nothing having happened things have happened that will leave for all time their mark upon the course of events in the world . . .

In the early days of September the German Government believed that the Russian agreement meant a preponderance, or at least a balance, of force in the world. Yet throughout these three months the German Army has been pinned to its muddy trenches on the Western Front. Hitler has been foiled of his knock-out blow, although it was the very essence of his strategy. Instead, there have been endless discussions at his headquarters. There have been rumours of wrangling with his advisers; there have been ominous outbreaks in Poland and Czecho-Slovakia; there have been murmurs of discontent in Germany itself. I do not exaggerate the importance of these reports. I do not suggest that morale is likely to break in Germany. But what I do say is that whilst Hitler was determined to finish his quick war in a few months, these twelve weeks have left him weaker and not stronger, and they have enabled the French and ourselves greatly to strengthen our military position in the world. The knock-out blow can never be delivered.

Hitler's Secret Weapon

Only in one direction has Hitler attempted to act. Violating all treaties and agreements, contrary to every dictate of humanity, he launched his U-boat campaign and has followed it with the ruthless use of his much vaunted secret weapon, the mine that is dropped from the air. These inhuman attacks have led to the sinking of many ships and the loss of many lives.

We are beating the submarine, and so it will be with the new mine. We shall suffer losses and we shall bear them with resolution. They will lead to even greater efforts, and this new effort will show that Hitler's secret weapon will end by doing him more injury than it will ever inflict upon us.

If we hold firm, we are sure of victory, and look where I will I see every evidence to show that we shall hold firm . . .

If I describe our economic policy in a single sentence, I would say that it is to interfere with the intricate machine of trade and industry as little as the circumstances of war allow and to obtain as much co-operation as we can between the Government on the one hand and industrialists and labour on the other.

It is co-operation that we need everywhere if we are to have a 100-per-cent war effort. So far as I am concerned as a member of the Cabinet, I can say that we welcome the help of any citizen, be he a member of the Opposition, or of our own party, or of no party at all if the result of the help is to make our effort more fully effective. For in all these things we are determined to win the war; that is our first and over-ruling war aim.

OUR WAR GAZETTEER

Angers. City of France, 212 m. by railway S.W. of Paris; the medieval capital of Anjou; junction of roads and railways; cathedral; educ. centre; new seat of Polish Government; pop. 87,000.

Borkum. German island in the Frisian group, only 9 m. from coast of Holland; nearest German territory to England; in peacetime a favourite seaside resort; 5 m. long and 2½ broad; pop. about 3,000.

Karelia. (*Ka-ray-lya.*) Autonomous republic of U.S.S.R. within the R.S.F.S.R. (Russia proper); capital, Petrosavodsk; lies E. of Finnish frontier from White Sea to L. Ladoga; narrow tongue between latter and Gulf of Finland called Karelian Isthmus; a. 53,000 sq. m.; pop. 342,000; W. Karelia is in Finland.

Ladoga, Lake. Between U.S.S.R. and Finland, the largest lake in Europe; 125 m. long and 80 wide; contains many islands, mostly Finnish.

Rybachi. The "Fishermen's Peninsula" in far N. of Finland, on which Arctic port of Petsamo stands.

Salmijaervi (*Salmi-yair-vi*). Town of Arctic Finland; near by, at Kolosjoki, is important nickel mining centre.

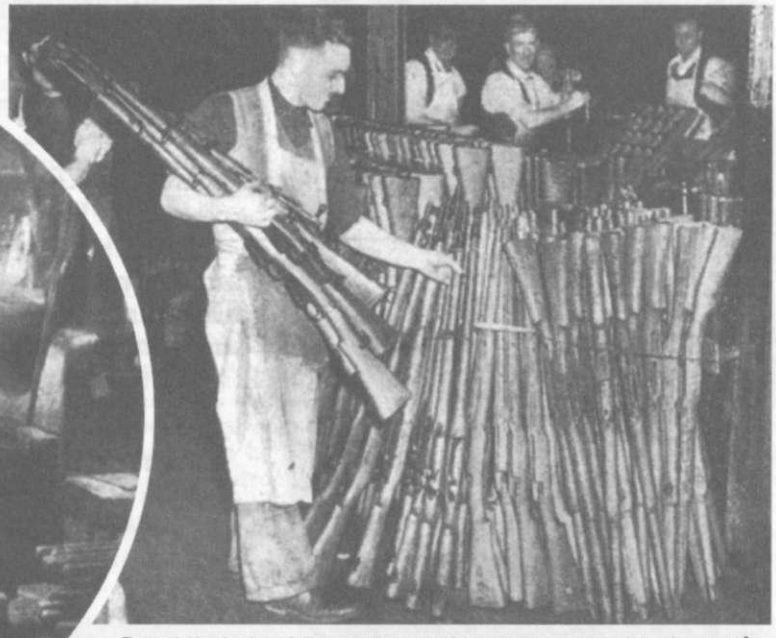
Terijoki (*Teri-yo-ki*). Small town on Karelian Isthmus, within Finnish side of frontier; seat of puppet "Finnish People's Government" set up by Russia Dec. 1, 1939.

Viipuri (or Viborg). Town of Finland, in W. Karelia; on Gulf of Finland, 75 m. N.W. of Leningrad; pop. 73,000.

Small Arms Great in Quality and Performance

WHEREAS in 1914 the rifle was almost the only instrument of fire-power, it is now supplemented to a tremendous extent by automatic weapons of various types. Vickers, Lewis, and Hotchkiss are names veterans of the Great War will remember, but Bren is a newcomer to the nomenclature of armament. But whether it be an old-established weapon or one which is a comparatively new invention, in the manufacture of British small arms only the best is good enough, and so our soldiers know that their weapons will never let them down.

A Bren gun is here being tested on the range for correct working of the mechanism and accuracy of shooting. If the gun fails to pass the tests, it is at once sent back to the factory for correction. *Photo, Planet News*



One of the tasks of the small arms factory is to deal with the repair and reconditioning of rifles and to send them out equal to new. Here rifles in various stages of reconstruction are being stacked ready to go through the next stage towards complete renovation. *Photo, Fox*

Above, the moulded steel ingot that will form the barrel of a Bren gun is being tempered by making it red-hot and then plunging it into a bath of oil. Only steel of the finest quality can withstand the pressure to which such guns are put during the tests.
Photo, Planet News

The ordnance factories make not only Bren guns but rifles and revolvers, and those Vickers machine-guns which were so familiar a weapon in the last war, and which are once more being issued to the Army in large numbers. Right, a scene in a shop where the Vickers are assembled.
Photo, Planet News

How the British Soldier of 1939 Goes to War

THE "battle dress" of the British Army was finally approved in April 1939, and is now worn by both men and officers. It is a two-piece garment of khaki serge, consisting of a blouse and trousers buckling at the wrists and ankles, the ankles also being protected by web anklets. The weight of the uniform is about 12 lb. This soldier is wearing battle dress, but is not completely equipped. When wearing full marching order, the infantryman carries a valise (or pack) on his back in place of the haversack seen here, the latter being transferred to the left hip above the bayonet and counter-balanced on the right by a water-bottle.

The valise holds the great-coat, cardigan when not worn, and such other personal effects as individual skill in packing can get into it; while in the haversack are a hold-all with comb, tooth-brush, shaving outfit, fitted housewife, socks, mess tin, emergency ration, etc. The large patch pocket on the trousers is to hold maps and papers. Though officers carry some additional articles of equipment, such as revolvers and binoculars and compasses, there is nothing in their uniform to distinguish them from the men except the shoulder badge.

Specially photographed for THE WAR ILLUSTRATED *under War Office supervision*

The Winged Lion Soars Over Heligoland

As if to show that the Nazi air raids on Scotland were but amateurish efforts, the R.A.F. delivered a full-scale attack on Heligoland, one of the most strongly fortified places to be found anywhere on the map. After dropping their bombs, every 'plane returned.

NEARLY 300 miles from the English East Coast lies the little island of Heligoland. During most of the nineteenth century it belonged to England, but in 1890 it was ceded to Germany in return for concessions in East Africa, and by the time of the Great War it had been converted into a great outlying bastion of the Kaiser's realm. The treaty-makers at Versailles decreed its de-fortification. and for some years it became again what it had been before the Kaiser dreamed of world power—a mile-long rocky bank whose grassy slopes provided grazing ground for sheep and cows, and whose beaches were the summer playground of thousands of holiday-making Hamburgers. Came Hitler, who ordered the island's re-fortification—in secret at first, and later, when he felt sure of his position, openly. So today it is once again one of Germany's most strongly fortified areas defended with 16-inch and 11-inch guns, themselves protected by heavy anti-aircraft batteries. This was the place which was chosen by the R.A.F. for their raid of December 3—the latest of their audacious assaults on the strongholds of the enemy.

A week before British machines had flown over and photographed the island, and to these pioneers must some of the credit for the success of the raid be attributed. Nor should we forget those who took part in the raid of September 29, from which some of our aircraft did not return.

It was in perfect weather that on that first Sunday morning in December the British 'planes roared up into the sky when the order for action was given. They were within sight of Heligoland about 11.45, and riding high in the blue, their crews gazed down on the island and its near neighbour, Sandy Island, and the roadstead in between where lay two Nazi warships and several smaller craft, probably minelayers. From that immense height the ships and the islands themselves had the appearance of toys set out on a blue nursery carpet.

On receiving radio orders from the squadron leader, the bombers poised miles high over their objectives dipped sharply, then with engines screaming in a power dive, they went hurtling down. The "nursery carpet" became grim reality—an inferno of bomb concussions and anti-aircraft barrages.

Nazi Warships Under Fire

Arrived above their objectives, the pilots pulled their 'planes out of the plunge and started bombing systematically. The pilot of one machine reported that three of his bombs straddled a warship and he was quite sure that he had registered a hit. Another pilot dropped a bomb directly on a warship, and a third reported that one of his bombs fell so close to a ship that it must have caused considerable damage.

According to the German communiqué the British 'planes were able to drop only a few bombs owing to the heavy anti-aircraft fire, but in fact the anti-aircraft shells exploded high above the British 'planes when they began to dive, and by the time the Germans had shortened their range the bombers had climbed again above the exploding shells. In spite of the anti-aircraft fire Heligoland was circled twice, as on the first occasion clouds obscured the target.

One British 'plane which became temporarily isolated from the rest was attacked by a Messerschmidt fighter—the only enemy 'plane encountered during the operation. But the British machine-gunner returned its fire to such good effect that the German fighter was sent down out of control with smoke and flames belching from its fuselage. The British gunner was hit by a bullet, but it struck the buckle of his parachute and he returned home uninjured. He kept the bullet as a memento of his escape.

After many hours in the air the bombers all returned safely to their base. There were no casualties to the personnel and only one 'plane was damaged, being hit in its tail by a shrapnel splinter from the barrage. As a result of this hit the pilot was fifteen minutes late on the return flight. It may be hoped that they kept his tea for him in the mess!

This photograph from the air shows Heligoland over which aircraft of the Royal Air Force made a daring raid on December 3. In the foreground is the harbour. Heligoland, which lies about 29 miles from the nearest point on the German coast, has an area of only 130 acres, about one-third of that of Hyde Park. Really it consists of an island—Rock Island—and an islet, Dünen-Insel.

Photo, Keystone

'CARRY ON AND DREAD NOUGHT!'

Magnificently confident, the First Lord of the Admiralty in his survey of the first three months of the sea war, given to Parliament on December 6, made clear the relative inefficacy of mine and U-boat warfare, but stressed the need for sustained effort.

MR. Churchill opened his inspiriting review by remarking that the main attack of the enemy had been concentrated upon the Royal Navy and the seaborne commerce upon which the British Islands and the British Empire depend. He continued:

We have always over 2,000 ships at sea, and between 100 and 150 ships move every day in and out of our harbours in the United Kingdom alone. This immense traffic has to be maintained in the teeth of **a constant U-boat attack, which never hesitates to break the conventions of civilized warfare to which Germany so recently subscribed.**

We have been frequently attacked from the air. Mining on a large scale has been practised against us, and latterly magnetic mines have been dropped from aeroplanes or laid by submarines on the approaches to our harbours, with the intention of destroying British, and still more neutral, commerce under conditions contrary to the accepted rules of sea warfare and to German engagements in regard to them.

Besides this, two of the so-called pocket battleships and certainly one other cruiser have been loose for many weeks past in the North and South Atlantic, or near Madagascar.

The Admiralty's task has been to bring in our immense world-wide traffic in spite of this position. Besides this, we have to cleanse the seas of all German commerce and to arrest every German vessel and every scrap of cargo in which Germany is interested. . . .

THE destruction of the U-boats is proceeding normally and in accordance with the estimate I gave to the House of between two and four a week. That is to say at a rate superior to what we believe to be the German power of replacing U-boats and of replacing completely trained captains and crews.

When I see statements, as I have done lately, that the Germans during 1940 will have as many as 400 U-boats in commission, and that they are producing these vessels "by the chain-belt system," I wonder if they are producing the U-boat captains and crews by a similar method. If so, it seems likely that our rate of destruction might well have to undergo a similar expansion.

I must again repeat the warning which I gave to the House in September, that a steady flow of losses must be expected, that occasional disasters will occur. . . .

It is, however, my sure belief that we are getting the better of this menace to our life. We are buffeted by the waves, but the ocean tides flow steady and strong in our favour.

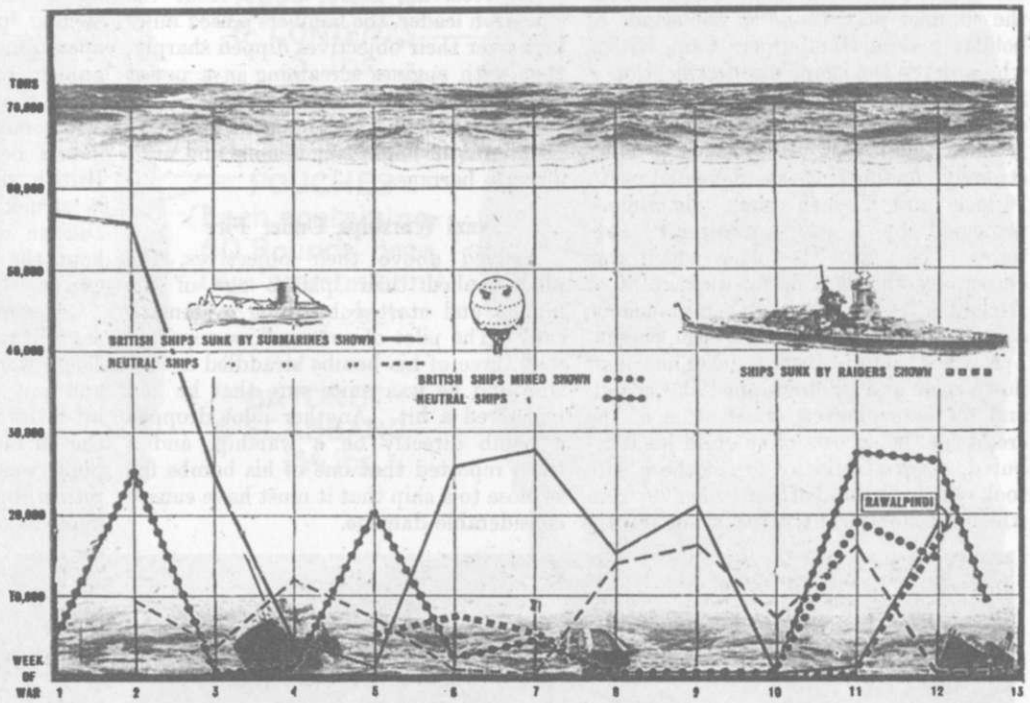
The convoy system is now in full operation. Very few ships have been attacked in convoy; less than one in 750 has been sunk.

Nevertheless, we must remember that convoy involves a certain definite loss of carrying power, since the ships must wait during the assembly of the convoy and the convoy must travel at the speed of the slowest ship. This loss is being steadily reduced by the institution of slow and fast convoys and by other appropriate measures.

In consequence of these processes the U-boats have found it easier to attack neutral shipping than the vessels of Britain and France. The figures are really remarkable.

The losses of British merchant ships in October were half what they were in September, and in November they were only two-thirds of what they were in October.

Quite contrary has been the case with the neutrals. They lost half as much again in the second month as they did in the first, and double as much in the third month as they did in the second. . . .



In the House of Commons on December 6, Mr. Winston Churchill stated that the British Empire entered the war with 21,000,000 tons of shipping, and that the total loss up to the time he spoke was 340,000 tons. Replacements from various sources totalled 280,000 tons; leaving a net loss of 60,000 tons. Above, the losses of British and neutral ships are shown diagrammatically.

Courtesy of the "Daily Mail"

This badge, approved by the King, is to be issued to officers and men of the Merchant Navy and worn in the left buttonhole.

In the last few weeks the German U-boats have largely abandoned the gun for the torpedo, have descended from the torpedo to the mine. This is about the lowest form of warfare that can be imagined. **It is the warfare of the I.R.A., leaving the bomb in the parcels office of the railway stations.**

THE magnetic mine, deposited secretly by the U-boat under the cloak of darkness in the approaches to our harbours, or dropped from parachuting aircraft, may perhaps be Hitler's much-vaunted secret weapon. . . .

More than half our losses in the last month have been due to the magnetic mine, but more than two-thirds of the total losses from the use of this mine have fallen not upon belligerents but upon neutrals.

In fact, in the third month of the war neutral losses by mine have been twice as great as British losses, and neutral losses of all kinds one-third greater than belligerent losses.

So far as the sea war is concerned, German friendship has proved far more poisonous than German enmity.

The magnetic mine is neither new nor mysterious. As the Prime Minister announced in his broadcast, its secrets are known to us. Indeed, the preparation of counter-measures was already far advanced before the first magnetic mine was laid in British waters. . . .

The recklessness of this latest attack upon neutrals, and the breach of international agreements which it involves, have led us to place a retaliatory embargo upon the export of all goods of German ownership or origin.

This measure was taken in the late war, when it worked with surprising smoothness and efficiency. German oversea exporting power was rapidly destroyed, and with it perished all power of building up new credits abroad.

It is satisfactory to learn from German sources that goods for export are already piling up on the German quays and in their warehouses to such an extent that, we are told, they hamper the handling of incoming merchandise.

The service of mine-sweeping is one of peculiar danger, calculated to try the strongest nerves.

All these serious dangers were sufficient to bring forward an overwhelming response from fishermen and crews who were called upon to come to their country's assistance. . . .

The offices which were open on Saturday night at some of the fishing ports were crowded and thronged, and had to be kept open all night and on into Sunday, and in a very short time full complements were made up by these fisherfolk eager to serve their country in the manner which they felt would be really effective.

WE began the war with 21,000,000 tons of merchant shipping. This figure, of course, included ships on the Great Lakes of North America, and a number of very small coastal vessels.

Out of this total we have lost, during the three months in which we have been subject to severe and concentrated attack by all kinds of methods, fair and foul, by U-boat, by mine, by surface raider, and by the hazards of the sea, about 340,000 tons.

Against this we have gained by transfer from foreign flags, by prizes taken from the enemy, and by the new vessels we are building on a

This photograph shows the Board of Admiralty in session in the Board Room, with a portrait of William IV, the Sailor King, looking down upon their deliberations. Left to right round the table are Mr. Geoffrey Shakespeare, M.P. (Parliamentary and Financial Sec.); Rear-Adm. H. M. Burrough, C.B. (Assist. Chief of Naval Staff); Vice-Adm. Sir Alexander Ramsay (Fifth Sea Lord; ret. Nov., 1939); Rear-Adm. T. S. V. Phillips (Deputy Chief of Staff); Adm. of the Fleet Sir Dudley Pound (First Sea Lord); Sir J. Sidney Barnes (Deputy Secretary); the First Lord; Sir Archibald Carter (Secretary); Adm. Sir Charles Little (Second Sea Lord); Rear-Adm. B. A. Fraser (Third Sea Lord); Rear-Adm. G. S. Arbuthnot (Fourth Sea Lord); and Capt. A. U. M. Hudson, M.P. (Civil Lord).

Photo, British Official: Crown Copyright

large scale, about 280,000 tons, leaving a net loss of about 60,000 tons.

For every 1,000 tons of British shipping sunk, 110,000 tons have entered the ports of this threatened island, which we are told on the enemy's authority is beleaguered and beset on all sides, in the first three months of war. In the month of November, nearly 250,000 tons of shipping entered or cleared from our harbours for every 1,000 tons lost.

The losses which have fallen upon the protecting warships of the Royal Navy are necessarily heavier in proportion than those which affect the Mercantile Marine. . . . The Navy has never been so many days at sea each month as in this war.

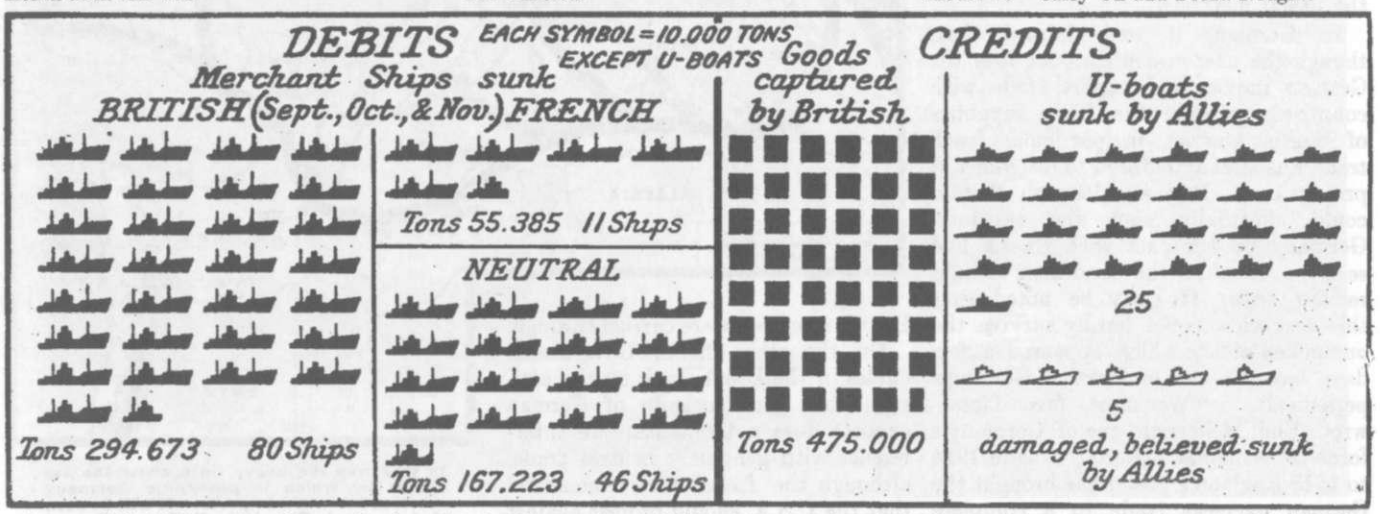
We have lost in these three months of war two great ships, the "Courageous" and the "Royal Oak," two destroyers, and the submarine which was blown up by accident—in all about 50,000 tons.

We have at present building, much of it in an advanced stage, nearly 1,000,000 tons of warships of all classes.

We have also lost one of our 50 armed merchant cruisers, the "Rawalpindi," whose glorious fight against overwhelming odds deserves the respect and honour of the House and of the nation. However, our losses in warships during the first three months of war in 1914 were more than double those we have now suffered.

Of course, war is full of ugly and unpleasant surprises. No one must indulge in easy habits of mind, or relax for one moment the vigilant attention to the fortunes of the State, and that fearless desire to measure the real facts, understand them, and master them, which are incumbent upon all responsible citizens, and still more upon their Parliamentary representatives.

We have the means and we have the opportunity of marshalling the whole vast strength of the British Empire, and of the Mother Country, and directing them steadfastly and unswervingly to the fulfilment of our purposes and the vindication of our cause, and for each and all, as for the Royal Navy, the watchword should be "Carry On and Dread Nought."



In page 302 of this work a diagram is given showing the number of British, French and neutral ships sunk by enemy action up to October 31, 1939. Above, the tale of losses and credits is continued up to November 30. The diagram includes all ships the loss of which had been officially announced at that date. In April, 1917, the worst month of unrestricted submarine warfare in the last war, the total tonnage lost by enemy action was 850,000 tons, of which 515,000 tons was British, nearly twice the total of the three months shown here.

Britain's Answer to Germany's Mine Campaign

While the Nazis were still gloating over the first successes of their indiscriminate mine-laying, the British Government dealt another smashing blow at German commerce by the Order in Council described below.

If the magnetic mines which sank the "Simon Bolivar" and nineteen other ships in the course of a single week be indeed Hitler's "weapon which is not yet known," he was a little premature when he went on to claim that it was "a weapon against which there was no defence." Only a nation whose naval and mercantile vessels had been driven from the seas would dream of strewing the channels with unanchored mines, but Britain is not left defenceless against this latest development in Germany's campaign of frightfulness.

As Mr. Chamberlain said in his speech in the House of Commons on November 21, the Government is not prepared to allow such methods of conducting warfare to continue without retaliation. "I may remind the House," he said, "that in the last war, as a measure of justified reprisal for submarine attacks on merchant ships, exports of German origin or ownership were made subject to seizure on the high seas. The many violations of international law and the ruthless brutality of German methods have decided us to follow a similar course now, and an Order in Council will shortly be issued giving effect to this decision."

Seizing Germany's Exports

The Order in Council to which the Premier referred was signed by the King on November 27, although it did not come into operation until December 4.

Of the legality of the new stroke there can be no doubt. As the Prime Minister pointed out, a similar measure was adopted in the last war. Moreover, it is generally agreed that if one belligerent breaks the recognized laws of war, the other is justified in his resort to reprisals in order to compel an abandonment of the illegal methods.

In Germany it was claimed that, though the new measure would stop the German import and export trade with countries overseas, the Latin republics of South America in particular, such trade was already reduced to insignificant proportions. Besides, although Britain could effectually shut the sea-door, Germany by her pact with Russia had seen to it that the land-door should remain open. (It may be noted that this rosy view could hardly survive the outspoken article which appeared a few days later in one of Marshal Goering's periodicals. "We must face facts," wrote Emil Helferrich, one of Germany's foremost economic experts; "as in 1914 to 1918 England's power has brought the German overseas trade to a complete standstill. German ships are lying in more than 100 harbours all over the globe. These goods and ships are blockaded by the British Navy, and part of them have already been confiscated.")

The neutral countries, however, professed deep concern, and a number of representations were made to Lord Halifax at the Foreign Office. The Italian Ambassador was believed to have questioned the Order's legality, although in the last war Italy as one of the Allies made not the slightest objection to the British Order in Council which authorized the confiscation of German exports carried in neutral vessels. The Japanese Ambassador stressed the difficult position in which Japan would be placed if her imports from Germany—which include arms and munitions for the war in China—were cut off. The Danish, Belgian, and Dutch Ministers also made protests, and the last-named stressed the hardship and loss which Dutch shippers and agents would suffer if the British intention were carried through.

On the other hand, Government circles in the U.S.A. took up the attitude that the blockade of German exports does not constitute an interference with genuinely neutral trade, although the Isolationists demanded that the U.S.A. should protest against the Allies' reprisal on the ground that it violated neutral rights. The Isolationists did not, however, demand a protest against Germany's indiscriminate minelaying. Admittedly, the British scheme of reprisals may cause grave hardship to innocent neutrals, but it cannot be compared with that method of warfare which makes no discrimination between friend and foe, and sends to the bottom the ships not only of the warring powers, but of the most inoffensive neutrals.

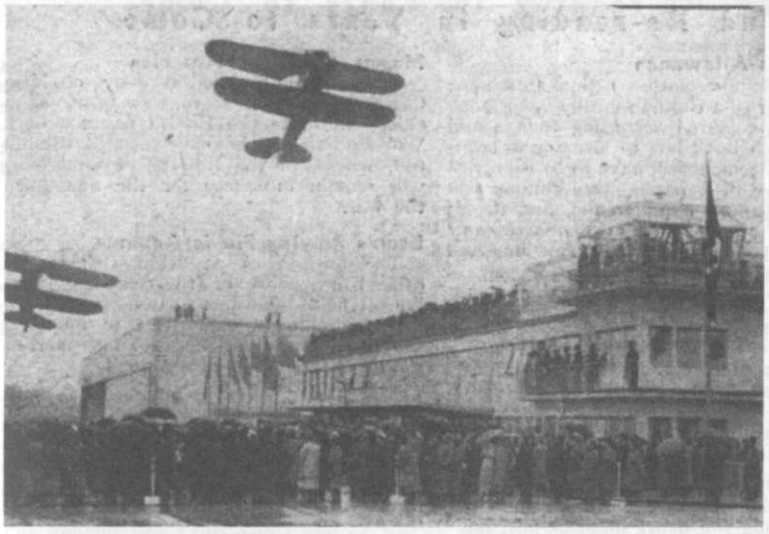
British Concern for Neutrals

Moreover, as Mr. Butler, Under-Secretary for Foreign Affairs, stated in the House of Commons on December 1, His Majesty's Government were doing their best to understand the difficulties of neutrals and to spare them undue hardships—always consistently, of course, with our primary object of exercising our belligerent rights and of winning the war.

In this map the heavy lines show the sea routes by which in peacetime Germany receives her main imports. It will be seen that to reach Germany all the north and south Atlantic routes converge into two lines, both dominated by the British Navy.

Courtesy of the "News Chronicle"

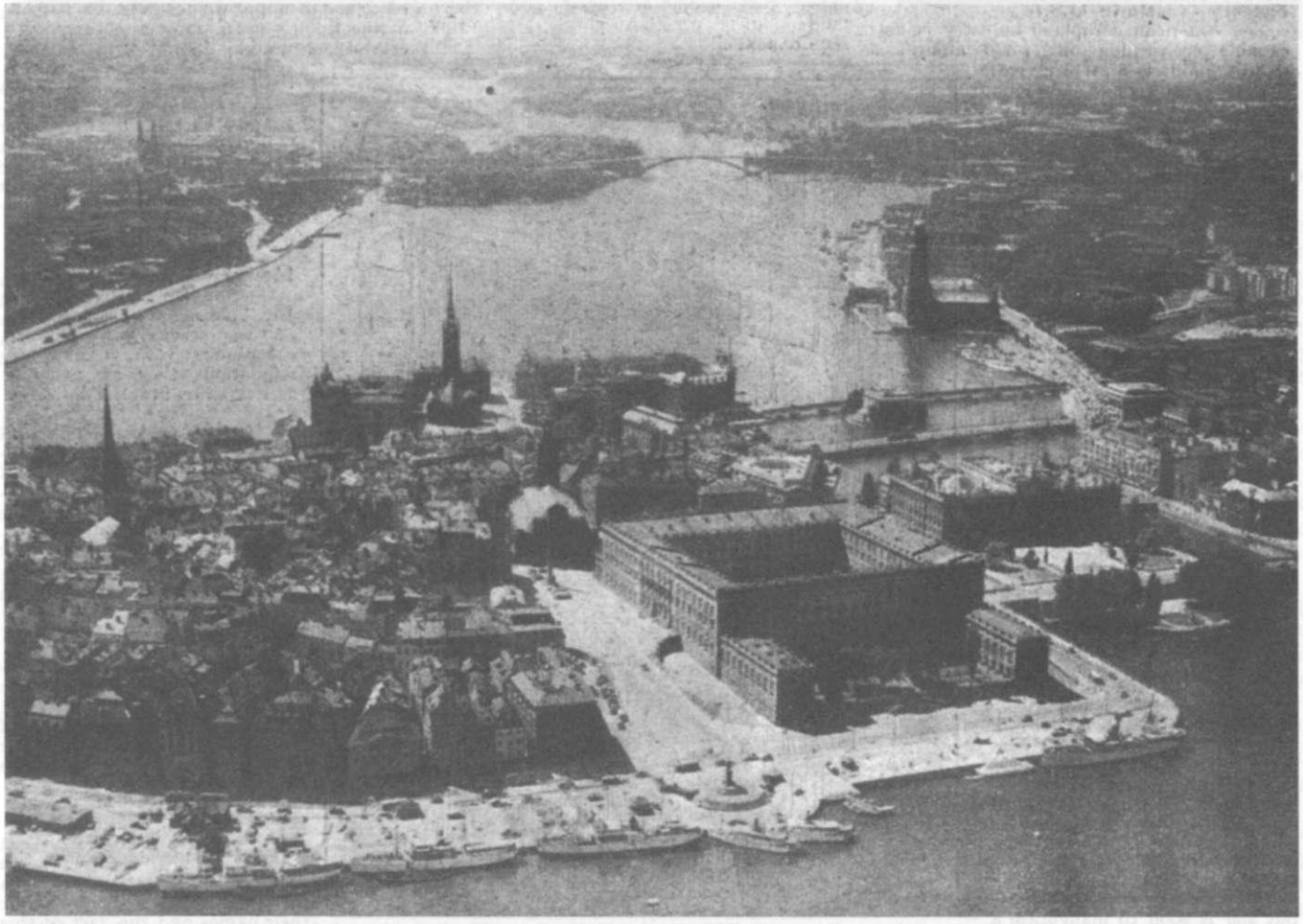
Stockholm Now Lies Under the Shadow of War



NOT since the days of Waterloo has the Swedish Army been in action, but Russia's invasion of Finland brought war very near. Hence it was not surprising that the City Fathers of Stockholm looked afresh at the plans already made for the evacuation of the citizens if the worst came to the worst, and on the same day, December 5, it was announced that Sweden had called a number of her young men to the colours. She lent, moreover, practical aid and moral support to her unhappy neighbour, the Finns, assailed by the brute force of the Soviet armies.

Photos, International Graphic Press, and courtesy of Swedish Travel Bureau

Though an old city, Stockholm is a progressive one. Among its modern developments is the fine Airport, left. In the fashionable street know as Kingsgatan, above, are the first two skyscrapers built in Scandinavia.



In the foreground is old Stockholm, known as the "City within the Bridges," as it stands on an island the approach to which is by bridges. In it are the oldest buildings in Stockholm, and the magnificent Royal Palace, dating from 1754, seen in the photograph. During the conference between the Kings of Sweden, Norway, and Denmark and President Kallio of Finland, which opened on October 18, 1939, the three Kings and the President appeared on the balcony of the Palace during a remarkable demonstration of Scandinavian fellowship.

ODD FACTS ABOUT THE WAR

Worth Noting Today and Re-reading in Years to Come

"Peace" Postcards Banned

The Ministry of Propaganda in Berlin has ordered the confiscation of picture postcards showing Hitler and Mussolini together and inscribed "The Fuehrer and the Duce have decided—Peace." Seals bearing the words "Adolf Hitler, Our Peace Leader," are also banned.

Pocket Mirrors for Pilots

R.A.F. machines on patrol duty along the Western Front have fixed a little mirror inside the cockpit, to be used as a motorist uses a driving mirror. In this way no Nazi machine may take them unawares in the rear.

In England Now

"The British people enter the winter in hunger, cold, and darkness, and in continual fear of German air raids. New and harsh police measures have been introduced, forbidding all criticism of the Government." (Nazi broadcaster.)

Front Line Boating

Flood water from the Rhine has reached part of the Siegfried Line, and the unfortunate troops manning one of the fortresses have their supplies brought to them by boat.

More Vitamin A Needed

One of the by-products of malnutrition is night blindness, a condition which makes its victims helpless in a black-out. German scientists are faced with the problem of finding a remedy other than a liberal diet of butter, eggs and meat.

Factory Hustle in U.S.A.

The American aeroplane industry is now capable of turning out 1,250 aircraft a month. This is a large increase on last year's total production of 3,675 machines, but it is stated that projects are under way which will speed up production still more.

Taking Precautions

Herr Lohse, Nazi District Leader at Kiel, is so apprehensive of an anti-Nazi revolt that he is reported to have turned his house into a sort of fortress, with food, arms and ammunition stored in the cellars.

Aid to Economy

A stonemason in Berne is urging people to order tombstones in advance, as the price of stone and marble is going up. As an inducement, he promises that they shall be stored free of charge until the customer or his relatives request delivery.

Yellow Peril Suspected?

Japanese papers in Manchukuo published an advertisement offering a reward of 300,000 Manchukuo dollars for information leading to the arrest of those responsible for the Munich bomb explosion.

Headaches for the Censor

In future all scientific theses presented in Germany for doctors' degrees must first pass the censorship. This is to ensure against the introduction of any theory contrary to Nazi doctrines.

Swiss Merchant Service

Switzerland may have no Navy, but she is soon to inaugurate a fleet of merchant vessels flying the Swiss flag, to ensure supplies from overseas.

Nazi Dress Allowance

Under the new clothes rationing scheme each member of a German family has a book of coupons, coloured according to age and sex. As each book has to last a year, considerable judgement will have to be exercised in the choice of apparel. One coupon will obtain a woman's handkerchief, and for 25 she can get either six pairs of quarter-wool stockings or a house frock. Her husband must surrender 25 coupons for a pair of pyjamas, 30 for a sweater and 60 for a suit.

Seamstresses Unemployed

The sale of cotton and other sewing materials has been forbidden in Germany. This is stated to be merely a temporary measure, but even so it must add materially to the difficulties of the orderly Hausfrau.

"Flag Nights" in Berlin

The anti-Hitlerites are getting more daring. During the hours of black-out, not content with pushing leaflets under doors and posting them upon walls, they now spread their propaganda by decorating the overcoats of unsuspecting Berliners with little flags bearing some anti-Nazi message.

When Taking Is Not Looting

The German High Command has its own definition of "looting," an offence which may be punishable by life imprisonment. But the term does not include "the acquisition in case of urgent need of clothing, equipment, provisions (whether necessaries or luxuries), fodder, fuel, vehicles, petrol and other requirements."

Magna Carta in America

The Lincoln Cathedral copy of Magna Carta was sent over to New York as the chief exhibit in the British pavilion of the World's Fair. It has now reached Washington, where, in the Library of Congress, it will remain in safety for the duration of the war.

Eton's Playing Fields Again

The authorities at Eton College have offered 15 acres of the school's famous cricket field, known as Agar's Plough, to the local agricultural committee in answer to the Government's appeal for increased production of home-grown food.

No Common Shelter

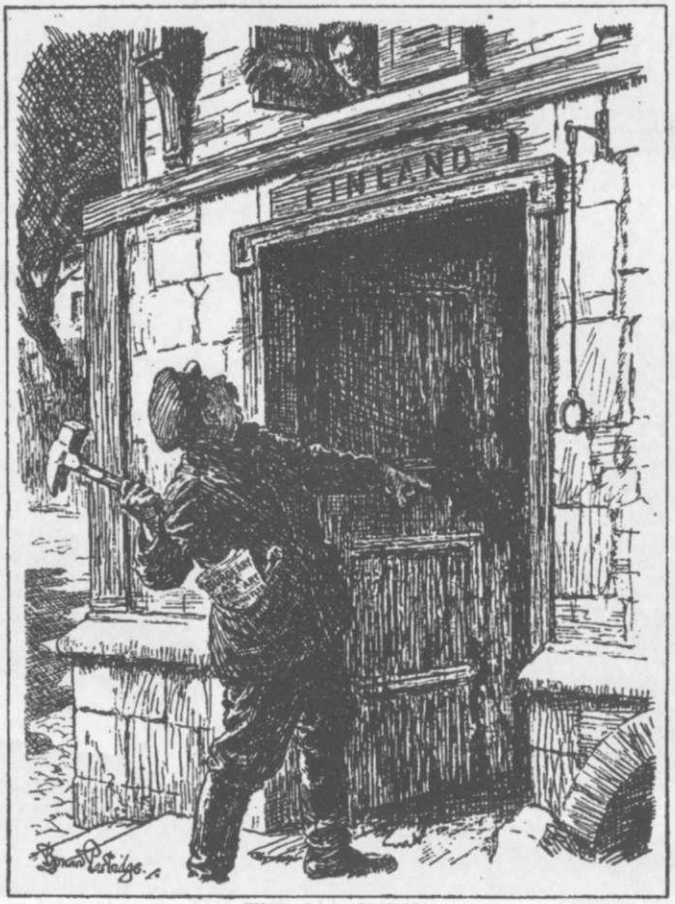
The Soviet Embassy in London has built itself a fine air raid shelter. But it is not a Communist one, for in the event of a raid the Ambassador and his secretaries will take refuge in a compartment separated off from the part occupied by the household staff.

Austrian Royalists

At a ceremony in the church of St. Germain les Prés, and in the presence of the Archduke Otto, the Legitimist Austrians in Paris proclaimed themselves allies of the Western Powers. Along the nave and outside the church French and Austrian flags were draped together.

War Against Nazism

Nazi propaganda is being combated in South Africa by a legion known as "The Knights of Truth." It is to consist eventually of 50,000 men and women, and one battalion of the legion, under its own officers, will be established in every district of the Union.



THE OLD STORY.

"You gave me insufferable provocation. When I wanted to rob you I found you had locked the door." *From the cartoon by Sir Bernard Partridge. By permission of the Proprietors of "Punch"*

Pitiless

In Hamburg there is a 1914-1918 war memorial surmounted by a weeping mother holding a child. By order of the Nazi authorities, these figures are to be replaced by an eagle, "for such tears are unworthy of a German woman."

Now Hospital Ships

Germany's "Strength Through Joy" ships have been equipped for war service. Repainted in accordance with the Geneva regulations, they are fitted out as Red Cross hospital ships.

Metal Harvest

All metal which is not essential to daily activities is being collected throughout Germany, and garden owners in Berlin are ruefully watching the removal of the iron railings enclosing their properties. Perhaps they do not mind so much now that the growing of foodstuffs instead of flowers has been made compulsory.

Soft Hearts—Hard Labour

The proprietor of a large shoeshop at Tilsit and his wife were each sentenced to four years' hard labour, a heavy fine and loss of civil rights for five years for illegally selling shoes to people without ration cards.

Shaming the Drunkard

Himmler has given orders that habitual drunkards are to be excluded from public-houses in the Reich. Not only that, but their names and the fact of this exclusion will be published in the local newspaper, and the offender thus held up to execration.

We Manned the Guns of the 'Rawalpindi'

The first real naval engagement of the War—the battle between the "Rawalpindi" and the "Deutschland" on November 23—was an epic fight in the finest Naval traditions. Of the crew of 276, only 28 were known to be saved, and the story of some of these gallant survivors is here reprinted from "The Daily Telegraph."

TEN survivors of the "Rawalpindi" were loudly cheered in London on November 29 following their arrival from Scotland. They were marched out, bareheaded, in double file on to the Horse Guards Parade, to await the arrival of the Second Sea Lord and Chief of Naval Personnel, Admiral Sir Charles J. C. Little. The men were led by a stocky gunner with a grey stubble of beard.

Admiral Sir Charles Little came out of the Admiralty buildings to express the Admiralty's thanks and appreciation for their services.

Graphic accounts of the "Rawalpindi's" 40-minutes' fight were given by some of the survivors.

One of them, who was in H.M.S. "Malaya" at the Battle of Jutland and joined the "Rawalpindi" as an A.B. seaman gunner, said that he was on the aft starboard 6-in. gun.

"Action stations were sounded when the enemy were sighted," he went on, "and those of us who were below deck rushed up and manned the guns. In the fading light of the afternoon we could see the enemy ship on the horizon about 10,000 yards away.

"She began to bombard us, and with our 6-in. guns we could see that we would be outranged. We got nearer, however, and shells began to hit us. We were given the order to fire, and we got three rounds off.

"Other guns around me were also firing. We might have hit the enemy. I cannot say, but shell after shell hit us, and before long the 'Rawalpindi' caught fire.

"Another enemy craft began firing at us and a shell fell near my gun. I think several of my mates were hurt. The gun-layer was hit in the knee and was laid out. I do not know what became of him when the order to abandon ship was given. With another chum I jumped into the sea. The ship was burning like a piece of paper. A boat, empty but waterlogged, came near. I think that about 30 of us jumped from the ship's side, and I believe only about 10 got to the boat. How we clung on I do not know. It was getting darker every minute and it seemed a long time before we were picked up."

Petty Officer Frank Simpson, one of the survivors of the "Rawalpindi," owes his life to the fact that he is a good swimmer. Only a superhuman effort enabled him to reach the only lifeboat that remained intact.
Photo, H. Hearn

Another of the survivors, a first-class petty officer and Royal Marine reservist, who has had 25 years' service, said: "My job was in the aft magazine well below water mark. With three others I opened the magazine and began sending up ammunition. Our guns were firing, and then we felt several hits.

"After one hit, the lights in the magazine went out. Then we realized that a fire had broken out amidships. It was an inferno. I was in charge and realized that there was nothing else to do but to flood the magazine to prevent the ammunition exploding.

"I called for eight men to come up with me to B deck. Live shells and cordite were in the path of sparks and flames shooting from the fire amidships. We began throwing shells overboard.

"Our guns were still firing. I can't remember how we reached the deck. The ship was ablaze all over and was being abandoned.

"About 30 or 40 of us went over the side. We saw a waterlogged boat floating past. It was a thousand-to-one chance of being able to reach it. Some of us did. One of the first men I saw in the boat was an old 'townie' of mine, who was one of the gun-crews.

In page 431 the inspection of the 10 survivors of the "Rawalpindi" by Admiral Sir Charles Little is shown, but here two of the men, Petty Officer Percy Harris and Able Seaman F. Russell, in that photograph are seen exchanging a little friendly "back-chat" before the inspection, while another survivor enjoys the fun. That they are not downhearted is shown by their expressions: that they are fresh from their terrible experience is proved by the fact that neither has had time for a shave. *Photo, Fox*

I WAS THERE!

Here are some of the survivors of the "Rawalpindi" photographed soon after they had been brought to shore at a northern port. They had just been through one of the most heroic actions in the history of the Royal Navy and had faced "fearful odds." But their demeanour shows that they had taken it in the spirit associated with the finest traditions of the Navy. *Photo, L.N.A.*

"The only thing we could find in the boat was a pocket handkerchief with which to try to attract attention. We tied it on to the end of a boat-hook and hung it up, but the boat was rolling heavily. Then we tried to fix up a jury-rigged sail with oilskins, hoping to make land. We thought that we might make the Hebrides, but, luckily, we were picked up by the 'Chitral.'"

Crowds gathered in Seabright Street, Bethnal Green, E., on Nov. 29, to cheer 21-year-old Harry Fleming, a survivor of the "Rawalpindi," who had just been reunited to his wife, whom he married on September 25. He said that their honeymoon lasted only six days. Then he put to sea as a steward. Describing the fight with the "Deutschland," he said: "The Nazis, I estimate, came to within 200 or 300-yards of us and fired at point-blank range. One of our gunners scored three direct hits before his gun jammed. When he turned round to call on his mates for assistance he found them lying around him dead. He was one of the survivors and it was a great disappointment having to leave his gun.

"Many men were walking or sitting about with severe wounds, refusing to go to the surgeons who were attending to those totally disabled. I saw one man with his arm and shoulder torn off, calmly sitting on a locker smoking. When a burst of flame enveloped him he was too weak to get out of its way.

"The whole ship was ablaze from stem to stern, and I was thrown into the sea trying to launch one of the boats. Four of us scrambled on to an overturned lifeboat, but gradually one by one the others fell off. I flattened myself against the hull, and when I was picked up unconscious the cold and sea had frozen my body to the shape of the hull. One of my rescuers said they had a job to drag me off the boat, so firmly had I fixed myself rigid with cold."

Royston A. Ledbetter, another of the survivors, arrived at his home at Etruria, Stoke-on-Trent, a week after the action. He said that he and his brother Jack were members of the gun crews in different parts of the ship.

"When my gun was put out of action by a shell," he went on, "it killed practically every member of the gun crew. I escaped only because I had moved away to fetch ammunition."

His brother's gun crew was also put out of action, and he put a lifebelt round him and took him to the boat deck.

"I left him there to search for a friend. I had no clear recollection of what happened after that, but I did not see either my brother or our friend again.

"As the ship was sinking I saw a half-submerged lifeboat about 70 yards away from the ship. Although I could only swim a few strokes I jumped into the water and somehow or other got to the boat. Altogether there were ten of us in this boat and the Germans, having thrust their searchlight on us, told us to go alongside.

"We could not make much progress as we had only three oars, but when we got near the 'Deutschland' members of her crew shouted, 'Is it cold down there?'

"The Germans must by that time have heard that one of our cruisers was coming to the spot, for they never gave us any real chance of going on board. They put on speed and vanished."

A Polish Destroyer Rescued Us

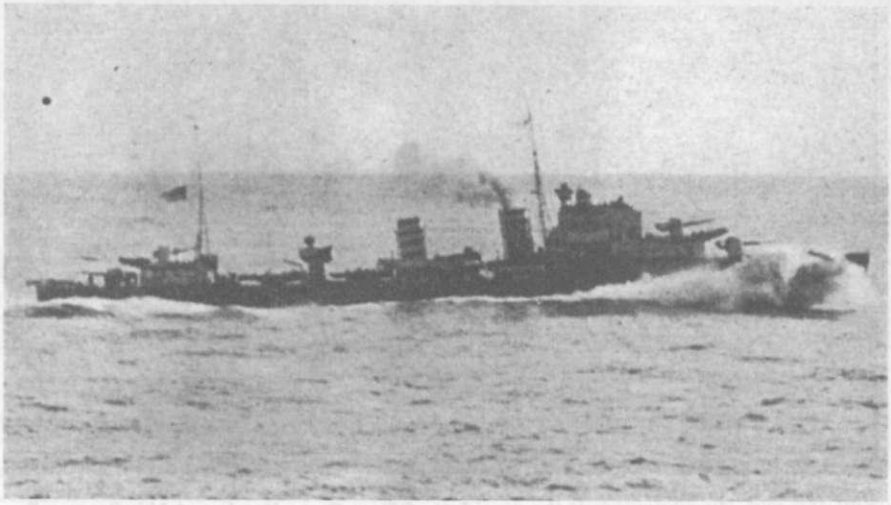
Working in co-operation with the British Navy, three Polish destroyers played an active part in patrolling the seas and destroying U-boats, and, as told in this story reprinted from the "Daily Telegraph," it was a Polish destroyer which picked up the crew of the Newcastle collier "Sheaf Crest" after she had been mined.

MEMBERS of the crew of the Newcastle collier "Sheaf Crest," which was mined off the East Coast, arrived in London on December 1.

Several of the men were injured. A naval rating, on signalling duty, was killed when the explosion occurred.

G. S. Nesworthy, a South Shields man, said in an interview:

"The ship broke in two, the fore part



Above is one of the three Polish destroyers, now acting in co-operation with the British Navy. This photograph was taken in the Atlantic Ocean from the American liner "President Harding" just after she had received an S O S from the French steamer "Emilie Miguel." The Polish destroyer was at this time hunting for the submarine.

I WAS THERE!

Our Polish Allies Are Swift to Rescue of British Seamen

One of the many valuable services rendered by the three Polish destroyers now acting with the Royal Navy was the rescue of the survivors of the Newcastle collier, "Sheaf Crest," a ship of 2,730 tons, which struck a mine in the North Sea and sank. The Polish destroyer picked up the ship's distress signals and was soon on the scene. She saved 17 of the "Sheaf Crest's" crew, some of whom had been seriously injured by the explosion. Here one of the worst cases is being carried ashore in a splint jacket by Polish sailors.

Photo, Keystone

I WAS THERE!

sinking immediately, but the after part apparently grounded. I was thrown on my back and nearly swept overboard by the wash.

"The first boat we tried to launch filled with water, but we managed to lower another, and we helped into it two members of the crew who were wounded. One, a naval rating, had been on the bridge. The explosion had overturned a pile of sandbags on him and his mate. The other man was dead.

"When we had rowed away a bit we saw a Polish destroyer approaching. They took us aboard and also got the dead man off the wreck. There were fourteen of us in the destroyer. I believe some of our mates were picked up by other boats, but we have not seen them."

Nesworthy did not know what had become of the master.

J. J. Baker, the steward of the "Sheaf Crest," who had his arm in a sling, was in the galley cooking dinner when the ship struck the mine. He said:

"I made for the port galley door, but as I was opening it a wash over the ship threw it back and crushed my hand. By this time the galley was filling with water and everything in it was afloat, but I struggled to the starboard door and got out."

We Drifted for a Week Without a Compass

When the Dutch tanker "Sliedrecht" was torpedoed in the Atlantic on November 16, five of her crew drifted for seven days in an open boat before being picked up off the English coast. Here is their story, as told in the "Daily Telegraph."

PETER BRONS, of Vlaardinge, Holland, one of the five survivors of the "Sliedrecht's" crew, stated in hospital that on November 16 the vessel was stopped in the Atlantic by a submarine. It ordered the captain to send over the ship's papers in a small boat for examination.

Brons and four members of the crew rowed to the submarine. After examining the papers the submarine commander said that he would have to sink their ship and gave the crew half an hour to abandon her.

"We told him that we were a neutral ship bound for a neutral port," said Brons, "but it made no difference. He said he would still have to sink us. We then asked him if he would take us on board and transfer us to another ship, but he refused, saying that he had no room.

"Before we returned to our ship he warned us that if we gave any distress signals he would sink us without any further warning. It took us nearly half an hour to return to the 'Sliedrecht' and as we approached we yelled to those on board that the ship was going to be sunk and to man the lifeboat.

"The 26 other members of the crew immediately lowered the boat and scrambled in. Shortly afterwards the submarine fired and there was a terrific explosion. I shall never forget the flame that shot up into the air. In the darkness we lost sight of the other boat.

"We had no compass, but we considered that the wind would blow us towards land. For days the weather was terrible and we were continually bailing water out of the boat. What little food we had quickly disappeared.

"On Wednesday, November 22, the weather improved slightly and we managed to make a sail out of two overcoats. That evening we saw the flash of a lighthouse and knew that at last we were near land.

"We lay off the light during the night in case we were washed against the rocks in the darkness, and in the morning we sighted a trawler. With the little strength that we had left we shouted and attracted the boat's attention. We were taken aboard exhausted and frozen."

An Aeroplane Raced to Our Help

Like many merchant seamen whose ships were torpedoed, the crew of the Norwegian tanker "Arne Kjode" were adrift for many hours in an open boat. More fortunate than some, they were sighted by an aeroplane which sent a ship to their rescue. Their story is here reprinted from the "Star."

WHEN they reached an east coast port on November 20, 12 Norwegian seamen revealed that an aeroplane helped to save them after their vessel, the Norwegian tanker "Arne Kjode," was torpedoed by the Nazis some days ago.

For 55 hours they were adrift in a small open boat which twice capsized. On the second occasion they were left clinging to the sides.

They lost all their food when the boat upset the first time and for two days the 17 men who comprised the original party kept alive on a few drops of water, for there was only a gallon to share between them.

On the third day the boat capsized again, drowning the captain, the steward, and two seamen. The second mate told a vivid story of their sufferings:

"When the boat capsized the second time we were so weak that we could not get in again. Thirteen of us managed to cling to the sides, however, and we were in the water five hours.

"We had given up hope when an aeroplane sighted us and raced back for help.

"I am very hazy about what happened after that because, like all the others, I was 'all in.' I can remember the rescue vessel coming alongside. That would be about two hours after the aeroplane sighted us.

"The bosun let go of the boat and died just as the rescue vessel reached us. That made, with the four drowned earlier five dead out of the 17 who set out."

Twenty-three other survivors of the "Arne Kjode," who escaped in another boat, were landed on November 14.

The Norwegian ship "Arne Kjode" was an oil tanker of 1,600 tons bound from Aruba, West Indies, to Denmark. Above are some of the 23 survivors whose terrible experiences are related in this page. The photograph was taken while they were still on board the Grimsby trawler "Night Hawk" which landed them at a Scottish port.

Photo, Wide World

Skill and Qualification Badges: Navy and Army

The Royal Navy

Chief Yeoman of Signals

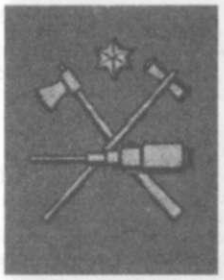
Leading Signalman and Signalman

Physical and Recreational Training Instructor 1st Class

Good Shooting Badge

Mechanician

Leading Stoker and Stoker 1st Class


Chief Armourer

Chief Shipwright

Shipwrights and Artisans

Submarine Detector Instructor

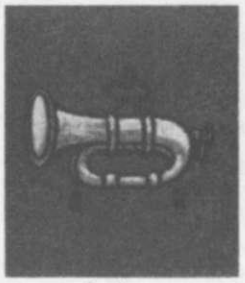
Submarine Detector Operator 1st Class

Master at Arms

Writer

Sick Berth Rating

Good Conduct Badges (one to three stripes)


Bugler

Supply Rating

THERE are many more proficiency badges in the Royal Navy than in the Army. The reason is that a warship is a highly complicated piece of machinery for the working of which many skilled men are required. Guns, torpedoes, electrical equipment, signals, the wireless installation and, above all, the engines, can be dealt with only by men with the highest technical qualifications. In recent years, as naval warfare has developed, many new badges have been added, among the most recent being those that are borne by the men engaged in submarine detection. Other proficiency badges are shown in page 415.

The Army

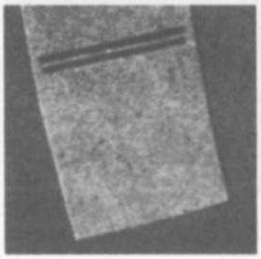
Gunnery Instructor

Drummer of Foot Guards and Bands other than Household Cavalry

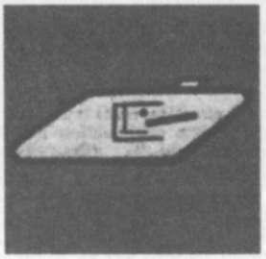
Range Finder

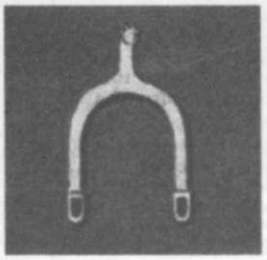
Trumpeter

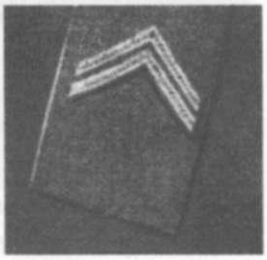
Signaller


Orderly Class I. R.A.M.C.

Farrier and Shoeing Smith


Royal Tank Regiment


Riding Instructor


Good Conduct Badges

OUR DIARY OF THE WAR

Friday, December 1, 1939

There were further air raids on Helsinki and other towns.

Finnish communiqué claimed that **all Russian attacks had been repulsed** along the south-eastern frontier, and nearly all on the Karelian Isthmus; that 1,200 prisoners were captured, a **destroyer sunk by a Finnish coast battery,** 19 tanks destroyed, and at least 16 'planes shot down.

New Finnish Cabinet formed with Dr. Risto Ryti as Prime Minister. Molotov refused to negotiate with it.

Soviet set up a **puppet "Finnish People's Government"** at Terijoki, in the Karelian Isthmus.

President Roosevelt formally condemned the action of Soviet Russia in Finnish territory.

British steamer "Dalryan" mined off South-East Coast.

Finnish steamer "Mercator" mined off Scottish coast.

Norwegian steamer "Realf" reported sunk in North Sea.

Men of third age group liable for service called up.

Announced that a full Royal Australian Air Force squadron would be ready for active service with Coastal Command early in New Year.

Saturday, December 2

Soviet Government signed a Pact of Mutual Assistance and Friendship with the "Finnish People's Government."

Finns claimed that since the invasion **36 Soviet tanks had been destroyed and 19 'planes shot down.**

New Finnish Cabinet submitted an Appeal to the League of Nations.

Anti-Soviet and pro-Finnish demonstrations were made in Rome.

Swedish Government called up reserves.

German Press campaign launched against Sweden.

Reported that a former Grimsby trawler had sunk a U-boat off the East Coast.

British tanker "San Calisto "reported sunk by mine.

German liner "Watussi" was scuttled by her crew after being intercepted by South African Air Force bombers.

Forty-two U-boat prisoners landed at Scottish port.

U.S.A. Government asked for a "moral embargo" on sale by American manufacturers of arms to nations guilty of "unprovoked" bombing from the air.

Sunday, December 3

Finnish resistance to Russian advance continued. Finns claimed that they had **retaken Petsamo.**

Soviet claimed capture of islands of Hogland, Seiskari, Lavansaari and Tytarsaari in Gulf of Finland.

R.A.F. bombers attacked German warships in vicinity of **Heligoland.** Direct hits were obtained with heavy bombs. A Messerschmitt fighter was shot down. All our aircraft returned.

R.A.F. patrol 'plane **destroyed a U-boat** in the North Sea.

Reports were to hand of the destruction of three other U-boats and the capture of a fourth in the Bristol Channel.

Through the Swedish Government the new Finnish Cabinet inquired whether the Soviet Government was prepared to open peace negotiations.

There was minor artillery action on the Western Front.

Swedish steamer "Rudolf" sunk off British coast.

Monday, December 4

The King went to France to make a tour of the British Forces.

Fighting in Finland brought to a standstill by snow.

Finnish Government announced the **decision to fortify the Aaland Islands.**

British Government notified their intention of being represented at the meeting of the League of Nations Council on December 9, when the Finnish Appeal will be considered. Soviet Government refused to attend.

THE POETS & THE WAR

XI

AFTERWARDS

By JOHN GAWSWORTH

And when will this new war end?
When aggression is no more;
When the quiet man comes back
And unlocks his villa door;
When the slate is wet-sponged clean
Of its long-outstanding score.
The game will be over then—
The last game, so hardly won;
And the lamp will be re-lit
And the shelved employment done.
Then, in a free world rebuilt,
Mankind will sit in the sun.

—*Literary Guide.*

Soviet Government refused Sweden's offer of mediation on grounds that it does not recognize present Finnish Government.

Announced that the British Navy had lost, since the beginning of the war, 4 per cent of her tonnage.

Total number of German merchant ships put out of action from September 3 to December 2 was 33, a total tonnage of 171,300. U-boat losses estimated at a minimum of 30; 144 prisoners of war from U-boats interned in this country.

British steamer "Doric Star" sunk by German raider.

Paris reported patrol activity on Western Front.

Tuesday, December 5

The King visited the troops and went up to front line positions.

Helsinki announced that **Finnish 'planes carried out a surprise attack on Soviet air base** at Murmansk, and much damage was done to Russian machines by small incendiary bombs.

It was further claimed that in three days' fighting on the Karelian Isthmus **64 Russian tanks had been taken.** Also that the **Finnish Air Force** had **brought down 24 Russian 'planes** in the past two days.

Evacuation of Helsinki practically complete.

Sweden ordered "partial mobilization."

Germany announced that the former Polish port of Gdynia (called Gotenhafen) is now a naval base.

Report from the Western Front stated that the enemy attempted a number of raids all of which failed.

British steamer "Horsted" sunk by U-boat off East Coast.

Announced that the munitions output had been doubled in past six months and would be doubled again in coming six months.

Wednesday, December 6

Independence Day celebrated by few still in Helsinki. President Roosevelt sent message of sympathy to President Kallio.

Finns retreated slowly to main line of defences in Karelian Isthmus. Elsewhere Soviet troops made little progress.

Fifty aeroplanes have arrived in Finland from Italy. Great Britain and other countries have also dispatched aeroplanes and armaments.

Air Ministry announced **enemy air activity** during preceding night **off East Coast.** Owing to weather conditions, fighter aircraft were unable to make contact.

Wreckage of a Heinkel machine and the body of a German airman were recovered on East Anglian coast.

Enemy machine sighted over Orkneys.

R.A.F. aircraft carried out successful flight over North Germany.

Berlin issued a Note to Foreign Press in which neutral countries, especially Holland, were attacked for lack of resistance to British blockade. Holland later made a semi-official protest against German criticism.

German ship "Ussukuma" captured by British warship in South Atlantic.

Greek steamer "Paralos" sunk in Thames estuary.

Danish steamer "Ove Toft" mined in North Sea.

It Is Said That . . .

Nazis allocated £100,000 to bribe Danish periodicals to turn pro-German.

Old bicycle tires can be used for soling shoes, urged a German broadcaster.

Hitler is taking lessons in strategy, a science of which he is at present ignorant.

"Germany is the only country in Europe where the cost of living has not gone up." (Herr Esser, Nazi State Secretary.)

For every 20 lb. of washing sent to a laundry in Germany, the soap ration card must be delivered.

All church bells in Bavaria have been requisitioned and will be melted down for munitions.

"The effort to unite 15,000,000 German women in one organization has been absolutely successful." (Frau Scholz-Klink, Reich Leader of the German Women.)

"We know that truth will always come out on top. We give nothing, then, but the naked truth." (Goebbels in a speech to Hitler Youth.)

Germany is desperately short of raw materials.

"Every day life seems to become greyer." (Goebbels in a broadcast.)

"The Soviet Government is not at war with Finland." (Molotov, December 4.)

German potato acreage was less this year than in previous years.

The average weight of British child evacuees has increased by about 3½ lb.

Anti-Hitler leaflets are being distributed from some unknown source throughout Bavaria.

German High Command may construct a second Siegfried Line, 40 or 50 miles behind the present one.

Leaflets falling from German 'planes over Luxemburg territory were printed in Arabic as well as French, presumably for soldiers from Tunisia and Algeria.

"Pontius Pilate was the first pacifist because he did not resist evil—the crucifixion of Christ—but washed his hands of it." (Judge Hargreaves.)